



messing about in BOATS

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Volume 8 - Number 21

March 15, 1991





messing about in BOATS

PUBLISHED TWICE A MONTH, 24
ISSUES A YEAR. SUBSCRIPTION
PRICE IS \$20 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.

WENHAM, MA 01984

TEL. (508) 774-0906

PUBLISHER & EDITOR: BOB HICKS

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Our Next Issue...

Will have the feature on the
Essex Shipbuilding Museum's efforts
to bring home one of the last re-
maining unmodified Gloucestermen
schooners to where she was built
64 years ago. Mel Ross' report on
sailing off Thailand will also make
the next issue, along with Gail
Ferris' description of paddling on a
foggy winter day on the Connecti-
cut shore. Designs looked at will
include Tom Page's "Solo Cruiser"
strip built racing canoe and Dock
Shuter's "Super Tender" sailing
tender. Malcolm Forbes describes a
one-man cartopping rig for heavier
boats and an article from an 1884
issue of "Field & Stream" describes
sleeping accommodations aboard ca-
noes. We look at Leonard Eyges'
"Telefix" pocket navigational tool
and at Bob Hawks's "Umiak #1" skin
covered double kayak. We'll also
slip in a review of Dick Ryder's
new book, "Old Harbor Station", a
history of a Chatham (Cape Cod)
Coast Guard Station.

On the Cover...

It's getting close again to the
time those of us who do not ven-
ture out on the ocean in winter
again think about resuming that
activity, and the cover photo offers
some inspiration as John Bolduc
tackles the surf running between
Little and Big Misery Islands on
the Massachusetts north shore late
last year.

Commentary

**BOB
HICKS**

Spring is just about here and
I expect most of us are looking
ahead to another season outside on
the water, tempered with some con-
cern about what is going to be
happening to the economic under-
pinnings which permit us to in-
dulge in our recreation. It's pretty
obvious that the free spending days
of the '80's are over, but just how
hard we are likely to be hit by
this recession is the subject of
much speculation and debate
amongst not only the economists
and financial people, but also
amongst us everyday types.

A popular fantasy amongst the
financial gurus has been that the
war in the Persian Gulf had put
consumer spending plans on hold.
Now that is behind us, and while
its ultimate costs have yet to be
paid by our future taxes, it had
little effect on our economic cir-
cumstances. The financial pros
continue to pin their hopes for a
quick recovery on things like the
frantic paper chase of the stock
market, and the reduction of inter-
est rates. But, I saw a glimmer of
reality in a recent editorial com-
ment in "Business Week" magazine.
The writer opined that the spend-
ing spree is over because the con-
sumer is "tapped out". We have
collectively spent all we have and
all we can borrow. The value of
the underlying assets which sup-
port our huge float of debt are er-
oding in the face of slack demand
and this will not turn around soon.

This is impacting on boating
of course. Several boat dealers who
spent ten days and substantial
funds to be in the recent New En-
gland Boat Show in Boston have said
that there were lots of people walk-
ing by looking at their boats much
as they would at animals in a zoo,
and NOBODY was talking about
buying. One dealer in outboard
boats and motors stated that he had
NO SALES WHATEVER. The out-
board boat market is on its way over
the falls that claimed the pro-
duction sailboat market over the
past couple of years. It looks as if
this will be a "non-season" for
the retail boat dealers.

This doesn't have a whole lot
to do with most of us who indulge
in small boats of all sorts. But even
small boats are in for some
changes. There will be no Small
Boat Show this year at Newport.
Small loss in my view as it had be-
come pretty much a consumer out-
board boat show in its final years.
But it was an opportunity for small
boat builders to display their wares
and there had still been a fringe of
such people there in 1989 and 1990.
No more now.

And now we learn that the na-
tional magazine that started out to
serve our interests in 1978, "Small
Boat Journal", which changed its
focus after an ownership change a
couple of years ago and became
"Boat Journal", will now be going
over to 100% power boat coverage.
No more canoes, kayaks, sailboats,
rowboats, and all that, POWER is
the new name of their game. The
struggle for advertising dollars
seems to have inspired this change,
and the last gasps of advertising
dollars coming from the boat indus-
try is predominately from the pow-
erboat section.

Retrenchment is the new life
style of the '90's and all signs
point to things like recreational
boats being high on the list of
things one can do without, or at
least with less. I am not unhappy
with this for my own part, since
we are already hunkered down, as
are many of you, judging from
your comments and stories on your
scale of messing about in boats.
The small builders have always
been hunkered down too, and so do
not face so wrenching a re-ad-
justment as the consumer trade is
looking at. To me the silver lining on
this cloud is that the scaling back
to more moderate forms of boating
can discover us little guys.

Out on the water things may
actually improve. It's likely that a
number of power boats will not ev-
en get launched this year, and the
lack of any significant sales of new
ones also bodes well for reduced
weekend traffic along our shores
and on our lakes and rivers. Not
an absence certainly, but surely a
reduction in numbers. Moorings are
again becoming available, even ma-
rina slips if that is your need.
The trade press reports vacancies
undreamed of just two years ago in
marinas, with owners actually back
to trying to attract new customers.
Even some price reductions have
been made, although I still find
\$65 a foot a steep figure, and
that's one of the low new rates
mentioned.

So I see opportunity ahead in
retrenchment for any of us already
operating at that level, either in
the business or for recreation.
There'll always be boating, even in
the pits of the Great Depression in
the '30's there was a lot of boating
going on. That was a time when all
those neat articles on building and
fixing up your own boat blossomed
out in mass media magazines such
as the "Popular Mechanics" sort.
Anyone who can adapt to the new
economic reality can continue to
mess about in boats. We sure will
be, and these may yet be the best
years we have had.

Dad's Decals

I bought an Optimist Pram from a retired gentleman a few years back. It was what he did to amuse himself. It was roughly but strongly built. It cost me a hundred dollars, including canvas sail and polypro lines. Oh, and oars. We bought it for Roe's Dad. He had always dreamed of having a boat, nothing spectacular, just something to mess about in. But, with the responsibilities of a large family to support, he'd never been able to swing it.

I had plans for a 14' Winthrop Warner day sailer that I planned to build for him. It was a little plywood sloop, had twin bilge boards, and would have been perfect for him to keep down on the river. He and Mom lived in Tiverton, just a block away from the Sakonnet. I had visions of him taking his grandkids out for sails.

Well, it was plain to me that, given my track record, he wouldn't be getting his boat anytime soon, so when I saw the ad for the Optimist, I figured, what the heck, it'd give him something to play with. Dad was a small man, so the Optimist would be about his size, but just barely. We snuck it into Dad's yard early Father's Day morning and set it up and rigged it.

Like a kid at Christmas, Dad couldn't wait to play with his new toy, so we dragged it down to the water and he and Roe climbed in

and headed off on the maiden voyage. Or, should I say, headed around and around and around. I laughed until I cried. There was Dad at the tiller, Roe crouched by the mast yelling at him to move the tiller this way, no, that way, no, this way. The dink was going in circles, tacking and gybing. Roe scrambled frantically for the high side every three seconds, her squalls echoed across the water. Eventually they got their act together, sort of, and managed a bit of honest-to-God sailing.

Over the next few weeks Mom kept us updated as to Dad's progress. She'd help him get the dink up on the car. They'd drive to Fogland Beach. Dad would set off in the protected waters and promptly capsize. They'd drag the boat ashore, bail, and off he'd go again. This went on into summer. He got better at it. Finally he made up a set of decals with a cap-sized boat and a little frowning man on them. He made three. He was now determined to not tip the dink over but three more times. Each time he did, he'd stick another decal on the boat.

Dad died suddenly in August. He'd gotten to mess about in boats for two months. Mom thought we should take the boat since we had given it to him. There on the starboard quarter were two of the decals.

Joe Zammarrelli, Charleston, SC

The Philosopher Oarsman

The late Arthur Martin, designer and builder of the Alden Ocean Shell, was a pioneer in popularizing recreational sliding seat rowing. In 1977 he published a pamphlet discussing his philosophy on rowing. He summed up these views at the conclusion with the following remarks:

"If you are a philosopher, and not in too much of a hurry to stop and dream a little, picture yourself as an oarsman, in the calm of early evening, when the glaring sun has receded in the west, and with it the wind, gliding along through the clear water, arms, legs and back moving in near perfect rhythm, the silence complete but for the regular click of the oars in the oarlocks, and the water rippling and swirling away from the shell and the blades. Above your own aerobic breathing you can hear a fish in the distance, slapping the water with his tail after a leap for a hapless prey. You will see your

wake in the dim light, bubbling away in a straight line from under the stern, rising to a crescendo at the end of each stroke, and fading away at the start of the next one, and in the darkening sky above you will see a lone seagull returning to shore. You will not be in a hurry for you are already where you want to be.

You will not be bored, for the challenge of the sea is eternal. You will not be worried, for there is no room in the boat for the heavy burdens of life ashore. You will not disturb the marine ecology, for your silent passage discharges no poisons on the water, nor harms a living thing. You will feel humble in the grandeur of your surroundings, but you will be envious of no man. You will be completely alone but not lonely. You will have an inner glow and peace that neither power nor alcohol nor drugs can duplicate. You will be living."

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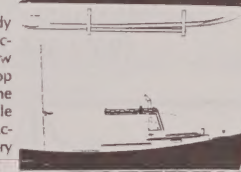
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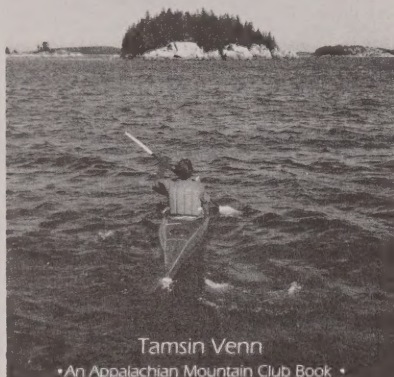
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Your Commentary

LIKED "A SUNDAY SAIL"

The short story, "A Sunday Sail" by Tom, which appeared in the February 1st issue, was so much fun to read that I consider my subscription cost to be more than worthwhile. What a pleasant and fun story, and illustrations. However, Tom who?

John Rader, Alexandria, VA.

I DID TOO

I enjoyed the February 1st issue of "Boats" a great deal. "A Sunday Sail" was a special pleasure. Tom's stories and illustrations are always a first rate addition to the magazine.

Douglas Heller, New York, NY.

ED. NOTE: Tom McGrath has been writing about his adventures in his old Townie sloop for us since 1984, but prefers to remain as anonymous as possible. He has collected all of his stories into two different books, both of which have sold out however. A new collection of these old stories may be upcoming. We'll let you know.

LOW TECH, LOW COST NICHE

I am writing to congratulate you on an excellent magazine which fills a delightfully low-tech, low cost niche in the boating world, and for which I will be renewing my subscription when it comes due again.

John Summers, Oakville, ONT.

THE MAIL DELIVERY SITUATION

I received my January 1st issue on February 5th. I received my January 15th issue on February 6th. As of February 13th I have not yet received my February 1st issue. I hope this gives you some idea of the delivery your magazine receives.

Keep up the good work helping "us" together.

David Jacob, Sea Cliff, NY

ABOUT THAT POEM

I was angered and disappointed that something like "See the Japanese on Vacation" (February 1st issue, page 5) made it into your publication. This magazine is about boating, not about a particular kind of people who like boating. I thought Herb Klinger's poem played on ignorance and some damaging stereotypes. This does not promote good will and human kindness and understanding.

All humans who take to the water do so with a common understanding and desire that transcends race and culture. Please, I would be a much happier reader if you printed a formal apology in an upcoming issue and make it an editorial policy to avoid including such stuff in your magazine.

Jeffrey Cartier, Milwaukee, WI.

MORE ABOUT THAT POEM

I've reread Herb Klinger's poem in the February 1st issue half a dozen times and am still unsure of his intent. I feel it is racist, but then again, Mr. Klinger is probably a nice gentleman and that's not his intent at all. In these troubled times, when many nations have taken to denouncing the U.S., we certainly don't need to offend yet another culture.

Mike Leiner, Cedar Key, FL.

AND STILL MORE ABOUT THAT POEM

The February 1st issue of "Messing About" included a poem called, "See the Japanese on Vacation". This piece of writing was very offensive and its message really had nothing to do with boats. Why did you publish it?

Lisa Graziano, Lewes, DE.

ED. NOTE: As we go through our daily lives surrounded by Japanese made products, cars, appliances, electronics, musical instruments, cameras, perhaps you hadn't noticed that the Japanese have not yet discovered canoes as a potential market for the superior products they bring to the world. Herb seemed to have noticed a flicker of interest, and if that interest should flower in Japan, well then it'll be goodbye Old Town, Mad River, Sawyer, et al. I felt it was a good natured way of pointing out this possibility. That's why I published it.

MONEY BACK PLEASE

Cancel my trial subscription, long stories about people rowing pulling boats in Holland and families paddling local rivers remind me of my days as a camp counsellor, when I got more than enough of that. Also you couldn't even spell my name right on the mailing label.

Harvey Hency, Jensen Beach, FL.

CRUISING KEY LARGO

For two years running my teen age son and I have had wonderful times on chartered Bolger Skimmers provided by your advertiser, Key Largo Shoal Water Cruises, absolutely marvelous times on the protected waters of Florida Bay. Many birds, some fish, lee anchorages, line of sight navigation and no possibilities of sea sickness or rogue waves.

William Wainwright, Somerville, MA.

RECREATIONAL BOATING IS TOO VAST A POND

In response to criticism you might receive about your publishing too much about one sort of boating at the expense of another, we want to say we like "Boats" just as it is, even though there is in it a lot of stuff irrelevant to our particular scheme for messing about in boats.

Recreational boating is too vast a field (pond?) for anyone to participate in completely first hand, so "Boats" keeps us current about what folks in folding kayaks and those Irish currachs are doing. Then when the day comes when our curiosity might lead us in a new direction (like me with plywood kayaks) we have some reference material on hand for a starting point.

When it comes to the really odd watercraft such as paraplegic windsurfers, old tugboats, and the sandbagger "Puffin", or voyaging in a paper canoe, you've got the rest beat six ways from Sunday.

Moby Nick Scheuer, Mound, MN.

ABOUT THAT "FLYING DUTCHMAN"

I was excited by reading about Matthew Layden's Chinese lug rigged mini-cruiser in the February 1st issue ("Flying Dutchman appears on Pleasant Bay"). Mat has been through here on Cedar Key, Florida, on several of his cruises. The photo shows the third or fourth version of his small home built boats. They are flat bottomed, 13' to 15' long with small bilge keels or bow centerboards, lug rigged with inside steering, and have sweep oars as auxiliary power. Mat has made, I believe, four cruises between the east coast and the Bahamas in these boats. These were not stunt cruises, the boats are well built and Mat is an able sailor. He epitomizes E.F. Schumacher's "Small is Beautiful".

Mike Leiner, Cedar Key, FL.

MORE EDUCATIONAL VALUE

I have now seen three issues of your magazine and have been amazed at its coverage of so many types of boats. It has more educational value than any other in this regard. It's great!

Tim Ingram, Penetanguishene, ONT.

MORE ON ICEBOATS

Please renew my subscription, I enjoy "Boats" very much. I would like to see something about iceboats, scooters, DN's, sometime.

Robert Deroski, Cutchogue, NY

AND MORE ON ICEBOATS

You should do an article on iceboats. Lots of fancy tinkering on them.

Joseph Spalding, Skaneateles, NY.

ED. NOTE: We have published several articles in bygone years on iceboating. This winter has not been a good year for them within reach of us. Anyone interested can ask us for photocopies of prior articles and we'll be happy to send them to you.

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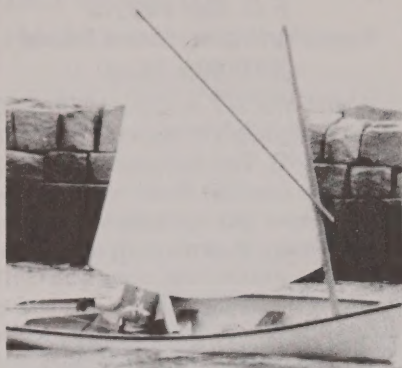
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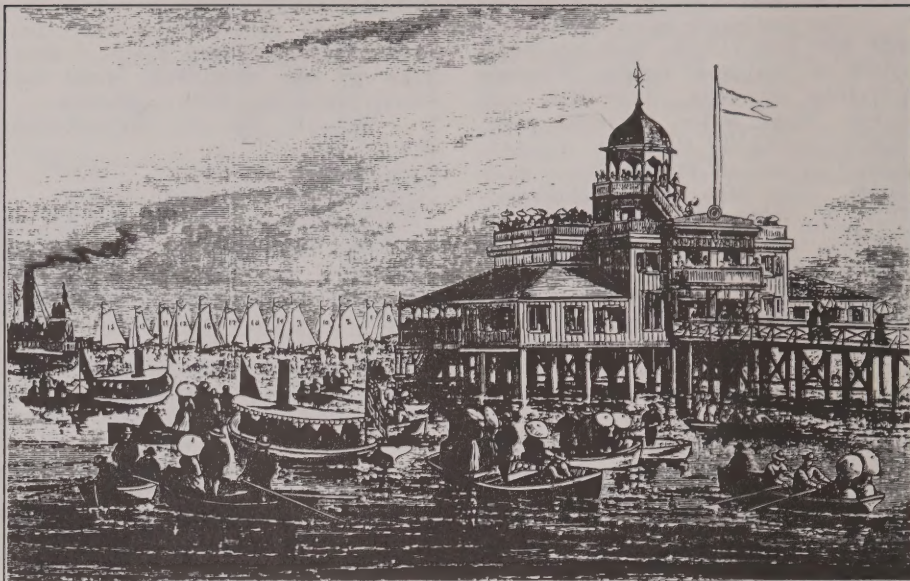
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HAPPENINGS

SOUTHERN CALIFORNIA WOODEN BOAT FESTIVAL

The Ancient Mariners Sailing Society of San Diego, California will sponsor a Southern California Wooden Boat Show & Festival at Koehler's Boat Yard on Shelter Island in San Diego, California, April 6-7. The Southern California Small Boat Messabout Society will be there in force. Information from Jim Sutter (AMSS) at (619) 481-0102 or Tony Groves (SCSBMS) at (714) 242-0131.

BOOK MILL WOODEN BOAT SHOW

The First Annual Book Mill Wooden Boat Show is scheduled for May 11-12 at the Montague (MA) Book Mill, a bookstore and cultural center on the Sawmill River near the Connecticut River. The show is an effort to have Connecticut River Valley boatbuilders, amateur and professional, exhibit their work and demonstrate their skills. The public will be admitted free, exhibitors are asked a \$25 fee to help defray advertising of the event. Montague Book Mill, P.O. Box 186, Montague, MA 01351, (413) 367-9206.

CHAMPLAIN VALLEY SMALL CRAFT EXHIBITION

The Third Annual Champlain Valley Small Craft Exhibition will take place this coming summer at the Lake Champlain Maritime Museum on Lake Champlain at Basin Harbor, Vermont, on July 6th and 7th. Efforts to increase public attendance are being increased. Amateur and professional builders are invited to exhibit their work. The exhibitor fee has been kept at \$10 for amateur builders, \$25 for professionals, to be entirely used for advertising to promote increased attendance. George Erwin or Debbie Lalumiere at (802) 475-2317.

CALIFORNIA MESSING ABOUT

Tony Groves, editor of the Southern California Small Boat Messabout Society newsletter, sends the following calendar of events of interest in his area:

March 23-24. Billy Jones Schooner Regatta in San Diego.

April 6-7. Wooden Boat Show & Festival, San Diego. Sam Redding at (619) 582-0722 or C.F. Koehler at (619) 223-0344.

April 13. Small Boat Display, Dana Book & Navigation Co., Dana Point. (714) 661-3926.

April 28. Second Annual Messabout, Marina, Del Rey. Tony Groves at (714) 242-0131.

UPPER MISSISSIPPI SMALL BOAT MESSABOUT

The Minnesota Canoe Association and "La Company", a voyageur group, are co-sponsoring the First Annual Upper Mississippi Small Boat Messabout June 14-16 at Lake City Campground on Lake Pepin, a wide place in the Mississippi River in Minnesota. Organizer "Mississippi" Bob Brown is patterning the event after the California messabouts, a low key fun weekend. "Mississippi" Bob Brown at (612) 432-7557.

MOUNT DORA ANTIQUE BOAT FESTIVAL

The Fourth Annual Mount Dora Antique Boat Festival is scheduled for March 21-24 at the Mount Dora Yacht Club on Lake Dora in central Florida. Organizers are the Sunnysland Chapter ACBS, the Mount Dora Yacht Club and the Mount Dora Chamber of Commerce. Inquiries to Mount Dora Antique Boat Festival, Mount Dora Chamber of Commerce, P.O. Box 196, Mount Dora, FL 32757.

KENDUSKEAG WEEKEND

April 20-21 is the weekend for the 25th Annual Kenduskeag Stream Canoe Race in Bangor, Maine. A full weekend of canoe racing, demonstrations, exhibits and paddle-sport excitement is planned. Three featured events are the Kenduskeag Stream Canoe Race, 16 miles of flatwater and up to Class III white-water; the 1991 National War Canoe Championship Race; and the First Annual Penobscot River Traditional Canoe Race. Registration for racing from Jim Hancock, Wilderness Mountain Ski & Sports, Twin City Plaza, Brewer, ME 04412, (207) 989-7250. Exhibitor information from Scott Phillips, Old Town Canoe, Old Town, ME, (207) 827-5514.

SAIL CONNECTICUT ACCESS PROGRAM

Sailing opportunities for persons with disabilities are now being offered in Connecticut by the Sail Connecticut Access Program. They have adapted a 24' Rainbow and a 19' Rhodes for disabled sailing and will offer sailing training by certified sailing instructors this season. Anyone interested in becoming involved in this program, able or disabled, is invited to inquire for further information from Richard Fucci, 705 Boston post Rd., Guilford, CT 06437, (203) 453-9332 days, (203) 453-4027 eves.

CLEARWATER REVIVAL

The Hudson River Revival '91 is scheduled for June 15-16 on the campus of Westchester Community College in Valhalla, NY. Small boat builders, amateur and professional, are invited to participate in this large scale festival of music and crafts. Contact Marguerite Culp, Hudson River Sloop Clearwater, 112 Market St., Poughkeepsie, NY 12601, (914) 454-7673.

CCRA CRUISES

The Connecticut Canoe Racing Association also schedules easy going cruises just for fun and at no charge. Dates for this spring are April 16th on the Upper Willimantic River and May 5th on the Housatonic River. Information from Dan Pelletier at (203) 237-2474.

AND WAR CANOING

The CCRA has a war canoe they plan to campaign this spring at the ACA War Canoe Nationals at Old Town, Maine, April 21st, and the Run of the Charles near Boston, Massachusetts on April 28th. Information from Russ West at (203) 295-8918. Hopes for organizing a New England War Canoe Championship for sometime in the fall are also expressed by the CCRA. Information from Glenn Clark at (203) 445-6205.

L.L. BEAN PUBLIC CLINICS

L.L. Bean's 1991 water sports clinics program gets underway in March, with the major events during the summer also set. The major events are:

June 7-9. Sixth Annual North American Canoe Symposium, Bridgeton, ME.

July 12-14. Coastal Kayaking Workshop, Biddeford, ME.

August 2-4. Tenth Annual Atlantic Coast Sea Kayaking Symposium, Castine, ME.

Early spring clinics are as follows:

March 10 & 24. Eskimo Rolling Instruction, Durham ME.

March 17 & 31. Sea Kayak Rescue Instruction, Durham, ME.

April 7 & 21. Sea Kayak Rescue Instruction, Durham, ME.

April 14 & 28. Eskimo Rolling Instruction, Durham, ME.

April 20, 21, 27 & 28. Introductory Whitewater Canoe Workshop, Turner, ME.

Detailed brochure on request from L.L. Bean Public Clinics, L.L. Bean Retail Store, Freeport, ME 04033, (800) 341-4341, ext. 7800.

ESSENTIALS OF KAYAKING

Barbara and Jim Kelly, proprietors of the Black Friar Inn in Bar Harbor, Maine, welcome sea kayakers as overnight guests in season, and this spring have enlarged this welcome by serving as the base for three-day weekend sea kayak instructional programs put on by Coastal Kayaking Tours of Bar Harbor. Course dates are April 26, May 3, 10, 17, 31, and June 7. Detailed brochure from Black Friar Inn, 10 Summer St. Bar Harbor, ME 04609, (207) 288-5091, or call Coastal Kayaking Tours at (800) 526-8615 (out of state only) or (207) 288-9605.

COUNTRY CANOEIST WORKSHOPS

Bill Zeller and Anne Perry of Country Canoeist in Dunbarton, New Hampshire, have a series of paddling workshops and trips scheduled throughout the year for canoeists and kayakers wishing to improve their techniques and capabilities. Coming up in early spring are the following:

March 30 & April 6. Spring Beginner Blast, moving water workshop for tandem canoes.

April 20 & 21. Class II Whitewater Clinic for tandem and solo canoes.

April 25, 26, 27. North Country Sampler, three day trip on three different rivers.

Detailed brochure from Anne Perry, Country Canoeist, RFD #2, Box 246, Dunbarton, NH.



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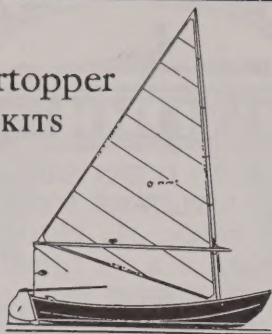
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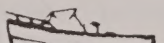
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METROPOLITAN CANOE & KAYAKING

The Metropolitan Canoe & Kayak Club of Brooklyn, New York, has a full schedule of paddling events for 1991. All are open to non-members. Coming up next month are the following:

March 18-23. Sea Kayak the Georgia Barrier Islands, 5-7 day camping/paddling trip. Craig Poole at (212) 691-8149.

March 20. Monthly Meeting, EMS store, New York City. Anita Berson at (212) 245-0025.

March 23-24. Class I-II-III Whitewater Training Camp, Nescopeck River, PA. Larry Stone at (718) 643-5324 days.

March 29. Class II Whitewater, Lackawaxen River, PA. Gene Langlinais at (201) 383-8586.

March 30. Class III+ Whitewater, Tohicken Creek, PA. Larry Stone at (718) 643-5324 days.

April 1. Sea Kayak New York City Official Launch Sites. Ralph Diaz at (212) 724-5069.

April 6-7. Floating Femme Follies, women only paddling/camp-out, Pine Barrens, NJ. Jane Ahlquist at (718) 783-2306.

April 6-7. Class III Whitewater, Broadhead River, PA. Larry Stone at (718) 643-5324.

April 7. MCKC Tent Raising, Lake Sebago, NY. Henry Espinoza at (201) 232-2230.

April 7. Rafting, Hudson River Gorge, NY. George Klasik at (914) 478-1112.

April 13-14. Pack 'n Paddle, Batso River, NJ. Zach Abrams at (718) 434-5785.

April 13-14. Class II-III Whitewater, Bantam & Shepaug Rivers, CT. Kirk Van Tassell at (212) 749-6784.

April 16. MCKC Monthly Meeting, REI Store, New Rochelle, NY. Bill Lozano will present good places to coastal paddle. Anita Berson at (212) 245-0025.

April 20. "Trenton or Bust" Class I Whitewater, Easton to Upper Black Eddy, Hancock, NY. First section of season long trip down 210 miles of Delaware River. Larry Stone at (718) 643-5324 for overall trip, David Prugh at (201) 869-7280 for this section.

April 20-21. Canoe Cruising, Pine Barrens, NJ. Judy Stark at (201) 377-9124.

April 21. D&R Canal Series, Griggston, NJ. Lou Della Torre at (201) 434-2000.

April 27-28. Hudson River Paddling/Camping, Athens, NY. Mike Skrak at (212) 385-9765.

April 28. Class III Whitewater, Lehigh or Nescopeck Rivers, PA. Ron Augustine at (201) 869-7280.

MAINE MARITIME'S WINTER SEASON

Maine Maritime Museum in Bath, Maine, will present several series of lectures and workshops throughout the coming winter. Details and prices charged on all are available from the Museum, 243 Washington St., Bath, ME 04530, (207) 443-1316. Remaining programs are the following:

March 23. Boat Design & Theory Workshop with Carroll Lowell.

March 27. "Tea & Trade" with Jean Weber.

April 20. "Safety at Sea" workshop.

April 24. "Sounds of the Sea" concert with Tom Callinan and Don Sineti.

MARITIME HISTORY SYMPOSIUM

The 19th Annual Maritime History Symposium at Maine Maritime Museum in Bath, Maine, is scheduled for May 3-4, with papers and programs on maritime history. Key-note speaker is Dr. Janet West of the Scott Polar Research Institute. Maine Maritime Museum, 243 Washington St., Bath, ME 04530, (207) 443-1316.

PISCATAQUA GUNDALOW PROJECT

The "Captain Edward Adams", replica of a historic Piscataqua Gundalow freight carrying sailing barge of the last century had a busy 1990 season making 14 appearances around Great Bay and the Piscataqua River, and in Portsmouth, NH. 1991 promises to be even busier, and the Project is also establishing a rowing program for area junior high youth who need a real challenge to stay interested. Complete details are available on request from the Piscataqua Gundalow Project, P.O. Box 1522, Portsmouth, NH 03801, (207) 363-4974.

THE ART & CRAFT OF WOODEN BOATS

The Philadelphia Maritime Museum's Workshop on the Water at Penn's Landing in Philadelphia will offer a year-long program of workshops on this subject. The workshops begin in March and run through December. For the complete detailed brochure right away contact the Philadelphia Maritime Museum, 321 Chestnut St., Philadelphia, PA 19106. Scheduled for April are the following:

April 10. Sail Care, evening course, \$50.

April 16-18. Traditional Decoy Painting, evening course, \$65.

CANOE & KAYAK INSTRUCTION

Baer's River Workshop of Exeter, RI, is running instructional courses in canoeing and kayaking, river and ocean, ongoing through October. Contact Joe Baer at Baer's River Workshop, Exeter, RI, (401) 295-0855.

IT'S HISTORY, IT'S ART, IT'S CULTURE, IT'S DYING

This is the message of the Lighthouse Preservation Society in its ongoing efforts to save America's lighthouses as they are closed down by the government. Much can be done towards this end according to their message. Informative brochure from The Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (508) 281-6336.

ROWING REGATTAS

The 1991 season of U.S. Rowing Association sanctioned competitive rowing regattas for racing shells has been published. The 20 page pamphlet is actually a mini-magazine listing hundreds of these events nationwide. You might be able to obtain a copy by inquiring of the USRA, 201 S. Capitol Ave. Suite 400, Indianapolis, IN 46225, (317) 237-5656.

ROWER'S BOOKSHELF

Pat Smith's venture into providing books for rowers has blossomed out now with an impressive 1991 catalog of books, videos, posters, and chocolates. Chocolates? Yes, Pat offers "Sweet Sweeps", dark sweet chocolates flavored with peppermint crunch and embossed with crossed oars. Yep. The catalog display of book covers and posters is certainly evocative of the long history of recreational rowing, lots of good old days scenes. The 24 page catalog is available on request from Rower's Bookshelf, P.O. Box 440, Essex, MA 01929-0008, (508) 468-4096.

TWO CLASSICS RE-ISSUED

International Marine Publishing, now a division of Tab Books of Blue Ridge Summit, PA, has re-issued two classic books about wooden boats. John Gardner's "Building Classic Small Craft, Volume 1" and L. Francis Herreshoff's "Sensible Cruising Designs" are both again available, the former either as paperback or hardbound, the latter just in paperback. IMP Division, Tab Books, Blue Ridge Summit, PA 17294-0850, (800) 822-8138.

NEW YORK CANAL GUIDE

The Mid-Lakes Navigation Company of Skaneateles, NY, the only U.S. builder of canal boats, has published a guide to the unsung western reaches of the Erie Canal, entitled "The New York State Canal Guide: Western Region". It is available at Waldenbook stores or can be ordered from the publisher at (315) 685-8500. Reader Tom Perry states, "Having made the Buffalo to Syracuse trip twice in my pulling boat, I can state that this area offers unlimited potential to small boaters."

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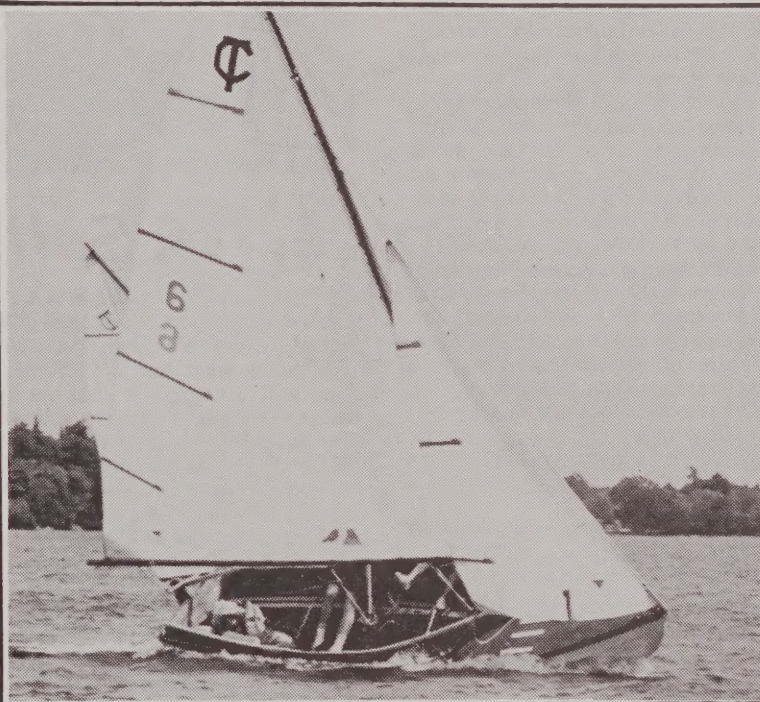
Ralph Diaz, who has edited the newsletter of the Metropolitan Canoe & Kayak Club of Brooklyn, New York, is introducing a new periodical of his own, "Folding Kayaker", aimed at this unique aspect of paddling sport. Ralph plans his introductory issue for April, and promises six issues a year of 12 pages each focussed exclusively on folding sea kayaking. Subscription is \$28 from Folding Kayaker, Inc., 52 W. 70th St., New York, NY 10023. Information from Ralph Diaz at (212) 724-5069.

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If you enjoyed the introduction to *Art's Craft* in an earlier *M.A.I.B.*, you might like a description of the boat in greater detail, along with some observations on how she goes.

I went on my first trip in *Art's Craft* about a week after meeting Art and Lena Burrige.

Her canoe-yawl rig is divided into a 32 sq. ft. jib, a 116 sq. ft. sprit-rigged mainsail, and a 26 sq. ft. standing lug mizzen sail. Her mainmast is about 16' tall, and the mizzen a mere 11' stick. The sprit is approximately the same length as the mainmast. All the sails are self-tending when tacking - at least I am sure they were intended to be (more about this later). Sail area (and displacement) are about the same as a *Lightning*.

My trip on *Art's Craft* verified a suspicion that her mainsail is over the limit for comfortable handling as a sprit-rigged sail - at least it's over what I would consider comfortable. Art gets it done, but after watching him set and strike that mainsail on the blustery afternoon that we went sailing, I concluded that if she were mine I'd soon have her converted to a gaff rig. Her flat bottom gives *Elver* remarkable initial stability, and the hull seems stiff enough to carry the weight of a gaff and the extra length of mast it would require.

The jib - set flying - and the standing lug mizzen present no handling problems at all.

My other criticism of the mainsail, as designed, is that the sprit is a bit short and makes too shallow an angle to the head of the sail to keep it properly peaked up. If the snottier attachment point were brought about two feet lower down the mast, and the sprit lengthened to suit, the mainsail would set better most of the time and, I suspect, there would be a noticeable improvement in her ability to get up to windward. With the current arrangement, *Art's Craft* is often sailing with wrinkles running from the throat to the clew, and this is never good for performance.

When I suggested this to Art, he reminded me that "Gentlemen don't sail to windward." What do you say to that?

Before discussing her sailing abilities and characteristics, and in fairness to Mr. Redmond, I should call your attention to one deviation from the plans that really makes *Art's Craft* unique: Art has given her a full-length plank keel - a 2" x 8" bolted up through *Elver's* keelson. It runs full-length from her stern post right up to the base of her stem.

I asked Art why he made this particular modification. He explained that he was somewhat suspicious of *Elver's* ability to hold a steady course with nothing but the centerboard and rudder hanging down in solid water. You have to remember, Art first went to sea in lumber schooners; he has no use for tiddly boats that wander all over in a seaway and need constant attention at the helm.

Apart from increasing her draft by the additional eight inches, the plank keel has, I suspect, more or less taken charge of the boat, with both good and not so good results. Indeed, Art said he almost never bothered to put the centerboard down - was, in fact, going to remove it next spring - because it seemed to have no effect at all on her sailing qualities.

This was surprising to the point of being a bit hard to believe. That centerboard is, after all, nearly six feet long and over a foot wide; it seemed incredible that it would have no perceptible effect. Nevertheless, I can verify that it's true. Art lowered the board during part of our cruise - just to satisfy my curiosity and dispel my obvious skepticism - and she behaved no differently.



A Sail in Art's Craft

The behavior in question is *Art's Craft's* resolute unwillingness to go through stays. As indicated above, her rig ought to be completely self-tending when tacking. However, *Art's Craft* will not tack - at least not by simply putting the helm down. She will not make it through stays and will fall back onto the original tack. You have to sail her around.

I have heard that other builders of *Elver* experienced similar behavior (without the plank keel), and the usual solution is to rig up twin sheets on the jib or the jigger. Backwinding either of these sails will swing her over onto the opposite tack.

This may simply be the defect of her virtues...light displacement and shallow draft. Apart from the effect of a ballast keel on stability, it also adds considerable momentum, and this momentum helps a boat carry its way when tacking. Unless a boat can pirouette about its center of lateral plane - the way the fin keelers do - you need weight or sail tending to get through stays.

Art's Craft's plank keel would exacerbate this problem. While adding no weight to speak of, it dramatically increases her lateral plane, and spreads it out from end to end. If her centerboard were 12' long, and lowered to full vertical, that plank keel would insure that there would be no pirouetting when you put the helm down.

Art thought about adding ballast to *Art's Craft*, with a view to giving her more momentum, but when he discussed it with Steve Redmond he was strongly advised against doing that. Steve doubted that it would solve the tacking problem, and he was certain it would slow the boat down the rest of the time.

Being an inveterate tinkerer, regardless of who's boat I'm on, I began offering up possible solutions: rig those twin sheets on the jib or mizzen; cut away the forward five or six feet of the plank keel; put an end plate on the after eight feet of the plank keel; etc...

Art has long since decided to live with his boat, as is, and cheerfully dismissed all my suggestions as valid and well meant, but not necessary for his enjoyment of the boat. If there is crew aboard, they sail her over onto the other tack. If he is short handed, or just feeling a bit lazy (an occupational hazard of retirement), Art just pokes her through stays with the auxiliary power plant.

Ah yes, I failed to mention that *Art's Craft* has an 8 hp. outboard motor slung from a stout bracket on her port stern quarter. This shoves her reliably and quietly along at hull speed, and is called upon whenever it is necessary to maneuver in tight quarters - or when wanting to tack with a minimum of fuss and bother.

With that somewhat lengthy preamble over, let's take *Art's Craft* out for a trip across St. Mary's Bay. We have about an hour to wait, and make preparations, before the tide floats us free of the bottom. Time to look over some of the boat's details.

It's the cockpit that impresses when you first go aboard. It is huge! When you stand in there, with your feet right on her flat bottom, the coaming is hip-high. Sit down on her benches, and you're in the boat nearly up to your shoulders. I've seen 50' boats that had less sprawling space and gave less of a feeling of shelter and security in their cockpits.

I shudder to think of the weight of water you'd have in there if she ever rolled down far enough to fill it. And I'm skeptical that she'd float high enough - without some foam flotation - to let you bail it out in the conditions that would produce such an unhappy event.

(What were you doing out in those conditions anyway?)

Apart from that concern, *Art's Craft's* cockpit is as inviting and comfortable a place to be as you can imagine. The workboat finish allows you to stand on her benches, brace with a foot wherever you need to, and chuck ship's gear wherever it's handy to have it.

How about her wheel steering? This is a home-made job that would have charmed Pete Culler no end. A continuous cable (shielded against chafe by plastic tubing) run in an x-pattern through four pulleys, wound a few turns around an axle through the wheel, and attached to a pair of tangs on the rudderhead.

The whole shebang looks a wee bit cobby. In fact, it is inexpensive, deliciously simple, nearly as foolproof as a tiller, and easily repaired. And there is nothing quite like wheel steering to give a small boat that little ship look and feel.

Other - more surprising - goodies include an autopilot wired in to a Loran receiver. Being an 'old salt', Art still likes to break out the sextant and do his sun sights, but the Loran is handy for days when the notorious Fundy Fog rolls in or it's too rough for a decent shot (that's many days a year in these waters), and it also gives a real-time speed readout, eliminating the need for a chip log. There is also a portable R.D.F.

All this big-ship, high-tech gear kinda makes you wonder just what Art ultimately has in mind for his little boat. You get to wondering a bit more when he shows you all the canned fish and other edibles (mostly caught by Art and Leena, and preserved right there on the wharf) stowed aboard. As normally provisioned, her people would survive quite comfortably on *Art's Craft* if she lost rudder and mainmast and blew away to Spain. Then, Art starts telling you about his admiration for Joshua Slocum... Visions of press-gangs flash in your mind.

Hard not to notice, when we were rocking and bucking in the camper, parked up on the wharf, that it's been breezing on. Weather man says 25 knots, gusting to 30. As we prepare to get underway, we've no reason to doubt it, and I begin wondering if Art is really all that keen about going out today, or if he's just doing it because I'm here - all eager to go - and he doesn't want to disappoint me. (I subsequently learned that he was as keen as his new crew.)

Ah, we've finally got enough water under the keel to drop the rudder blade. Art fires up the outboard, we cast off lines, back her out from the wharf, and head into Belliveau's Cove. Art gives me the wheel while he sets up the rig.

The mizzen sail goes up first. It's easy work, especially since there's plenty of room to do it. For such a tiny boat, *Art's Craft* has a surprising amount of deck space - almost as remarkable as the cockpit. With the mizzen strapped down hard, and some sawing at the wheel, I keep her head to wind while Art sets the jib. This, too, is pretty straightforward.

A-h-h, but then we get to that 116 sq. ft. mainsail and its 16 ft. long sprit. To his credit, Art managed this pretty well, in spite of the hubbly chop running into the cove and the mad flogging of the sail in the Force 5 breeze (even in the lee of one arm of the cove). In the end, though, he had to lash the head of the sprit to its becket in the mainsail to bring it all off.

I kept feeling the urge to leave the wheel and go give him a hand - knowing all the while that she would blow off, wind abeam, and cause him more trouble if I did so.

Opposite page: Note how Lena is "in the boat" nearly to her shoulders. (Phillip Beliveau Photo). Right from the top: Art's Craft with a good fill and her mainsail setting like it should. (Phillip Beliveau Photo). Traditional ship's wheel and modern autopilot side by side. Art discussing haul out strategy with the dock master.



Bearing in mind that Art is a retired gentleman, though of 16-16 1/2 shirt size and in robust good health, it is obvious that *Elver's* sprit-rigged mainsail is manageable; but that's not to say it's *handy*.

Once the sails were set, we headed *Art's Craft* out of the cove and into St. Mary's Bay, on a close reach for the opposite shore - about 4-1/2 [statute] miles away. With the pressure of the wind on her sails, she settled into a 15 degree heel and stuck there, boiling along at something like to 3-1/2 knots. The seas were running about 3-4 feet, with a noticeable cross-swell coming in underneath.

St. Mary's Bay is a finger-shaped body of water, 5 miles across its mouth, about 15 miles long, gradually shoaling into a huge mud flat at its head. It lies more or less parallel to the Bay of Fundy, separated from it by a finger of land about the same size and shape as St. Mary's Bay itself. If there's a swell running in the big Bay, it'll get stuffed right up the mouth of the little one.

Art's Craft's motion, in this much wind and sea, was lively, but quite comfortable and reassuring. Could we really be out in a boat with an 18 ft. waterline and 1400 lbs. displacement. I gradually began to understand why a fella might get a notion to sail this boat to Grand Manan.

There's no reef in the main, by the way. You reef by striking sails - a characteristic of these canoe-yawl rigs. (I'd have a reef in the main, if she were mine, and Art says he's

considering adding one.) She'll balance under the jib and jigger, and this is how *Art's Craft* made her return from Grand Manan (with some assist from the motor, after the rudder broke) on a day when it piped up to Force 8 (35-40 mph). She'll also balance on the mainsail alone.

We reached the opposite shore in just over an hour, verifying our estimated speed of 3-1/2 knots plus. Art left me on the wheel the whole time; he just stood back, watched the scenery go by, and the boat go. Every now and then, he'd look back at me and smile a bit. I finally realized this was because I was grinning from ear to ear - having a wonderful time.

Now and again, I'd find myself thinking, "If we just hardened upon the mainsheet a bit... Or peaked up the sprit... Or adjusted the-board..." But the look of satisfaction and contentment on Art's face kept me from voicing any of these thoughts. Why in hell pester a man who's having a great time on his boat (me too, for that matter), and could care less if we managed to wring an extra 1/4 knot out of the breeze.

We paralleled the shore for a while, sailing along the base of rugged, unspoiled, and picturesque cliffs, smelling the clean air, marveling at the sunlight sparkling off the water. We saw shearwaters and, once or twice, ghostly flashes of black dolphin. *Art's Craft* boiled along on a broad reach, a big bone in 'er nose, making a healthy 4 knots. My facial muscles were cramping, but I couldn't stop grinning.

After a while, we put her about and headed

back to Belliveau's Cove, not wishing to have to layover a tide. The breeze held all the way, though the seas moderated a bit as we approached the weather shore. Art smothered the rig then took the helm to do the final docking. We secured *Art's Craft* alongside the wharf and repaired back to the camper for more tea and yackety-yack.

It was a great trip - my first out in St. Mary's Bay, under sail, if you ignore half-a-dozen trips right alongshore in a 12 ft. skiff. It was great fun, and left me with a warm feeling for Steve Redmond and his remarkable little boat.

It left me feeling pretty good about Art Burridge, too. It was as much fun observing Art's pleasure with his boat as it was experiencing my own. It was good to be reminded that you don't *have* to be obsessed with peaking up the sprit, just so, to have a good time in a sailboat.

It was also gratifying - for someone who simply fantasizes about the 'romance of the sea' - to be put straight on the helm by someone who experienced the reality of working sail - and can tell you some pretty un-romantic yarns about it - and be worthy of the task. Sure, this ain't a 90 ft. lumber schooner, but you know what I mean?

Tell you what: I 'm keeping a seabag packed...just in case I receive an invitation to sail across to Grand Manan in *Art's Craft*.

Report & Photos by Ernie Cassidy.

Left: Official home port is White Rock, British Columbia. Note the drop blade on the much repaired and modified rudder. Right: Baggywrinkle, ratlines and a proper Jolly Roger.



I've been building and using my "Adirondack Goodboats" for four years now and know that they'll give great pleasure and satisfaction as home built boats. They can be put together more quickly and more easily than any others, but they are far from mere warm-up projects. The result is a substantial, beautiful, splendidly versatile craft, light and fast and exciting enough for one, comfortable and roomy and stable enough for as many as five.

We build the compound curved, vacuum laminated hull panels here, over a constant camber mold, one at a time. Then two half-hull panels, cut to shape and marked and drilled, are wired together with a transom. Because the panels are exact mirror image shapes, they automatically form a true, fair and symmetrical boat, without the need for any building form or jig.

After preliminary gluing cures, the wires are removed and the seams are reinforced with epoxy, fiberglass tape and, inside the transom and bow, structural fillets of thickened epoxy. Breast-hook and quarter-knees are fitted and glued, an outside stem, keel and skeg are fastened and glued on, and the boat is complete except for seats and hardware, and of course, finish. The inwales and outwales are put on the two halves before assembly, and so are the seat riser stringers.

There are no plans as such of this boat. No conventional lines drawings were needed in designing it, and none are needed in building it. So complicated plans do not have to be followed, nor are frames or forms to bend or fit parts over needed. The shape of the boat is implicit in the compound curvature of the laminated hull halves and the precise cutting of their perimeter shapes. Space for a couple of sawhorses and a workbench, that can be kept at about 55 degrees or warmer, are all that is needed to build, and following written directions with helpful sketches is really the only skill needed to build a "Goodboat" as well as I can.

The panels come sheathed on the outside with 4 ounce glass cloth and epoxy, and are epoxy coated one layer on the inside. They are cut roughly to shape and clearly marked for final trimming, drilling, and assembly with the locations of interior parts marked. They are full length 17' parts, nest together for shipping and weigh about 55 pounds per pair. Panels only can be purchased, with the rest of the parts homebuilt if desired. Standard panels have red cedar diagonal planking showing on the interiors for varnishing. A varnished exterior is possible with an extra cost red cedar fourth ply.

Homebuild The ADIRONDACK GOOD BOAT



Cheaper all-aspen panels, unsheathed and uncoated, can be supplied to those wanting the lowest cost option.

In the complete kit all other materials are included, with such milling and preparation done as needs to be done with larger shop tools like the table saw. Joint angles will be pre-cut for final fitting. Only conventional hand tools will be needed, although an inexpensive belt sander and orbiting sander, preferably a random orbit disc sander, would be useful power tools. I use cabinet scrapers quite a lot and there is work for good sharp chisels and a block plane. Several clamps, a vise, and a power drill should be in hand, with boring bits for various sizes of screws. For some of the fastening jobs a bit brace with screwdriver bits is even better. Finish and epoxy are applied with special high-density foam rollers and with foam brushes, paint and varnish the same. I supply whatever might be hard to get, and I give you my sources for epoxy and paint.

There exists an excellent professionally made video of the building process, produced by our re-

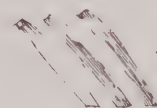
gional public television station. It is not a detailed instruction video but would be of considerable value to any prospective builder. Copies can be rented or purchased from me. Let me stress here again that the assembly is incomparably quick and simple, and that most of the work after that is straightforward finishing work. I provide clearly written directions, tips, photographs and drawings, as well as whatever assistance I can subsequently provide by phone or letter.

The prices for these options are as follows: Standard panels only are \$825. The standard rowing version kit with all materials except epoxy, paint and varnish, and including Shaw & Tenney oars and hardware is \$1840. The sailing accessories kit, including sail, hardware, plans and materials is \$518. The fancy kit with outwales, inwales and risers already on the panels and sanded flush, carefully trimmed panels pre-assembled and breast hook and quarter-knees fitted, then the whole knocked down again for shipping is \$2235. Shipping costs are extra.

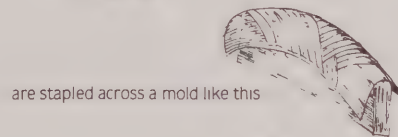
Mason Smith, AGB, Box 44, North Point Rd., Long Lake, NY 12847, (518) 624-6398.

The goodboat is made by the Constant Camber method, cooked up by "Trimaran Jim" Brown, in the interest of finding a better way to make easily-driven boats for third world fishermen, now that the big trees for dug-outs are going or gone. It happens to be the ideal thing for a new indigenous Adirondack boat, and we're proud to pay Jim a royalty of all of \$13.50 per boat to use the idea.

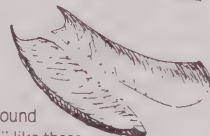
What's "CC"? How's your spatial relations and three-dimensional geometry?



Thin planks like these

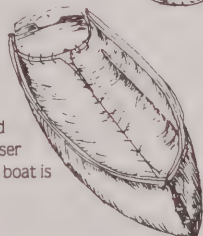


are stapled across a mold like this



in 4 layers to make compound curved "panels" like these each of which is half a boat.

Then they're sewed together with a transom like this with some glue in between.



We put in breast hook and quarter-knees and seat riser stringers, and presto! the boat is about 1/4 done.

Early in September 1989 I brought my two-seat Klepper and my single wood kayak (a Queen Charlotte home-built designed by John Lockwood) on a visit to two friends who live in Carolina Beach, a town on a barrier island near Wilmington, NC. The reason I went was that a big hurricane was in mid-Atlantic and was kicking up ungodly big surf ten and more feet, all up and down the coast. One of the friends is a strong guy, the other a woman with cerebral palsy. I got a tide table and, as the moon was in first quarter, I thought a night paddle through a cut between barrier islands into the hurricane swells would be...fun. Well, the tide table said peak ebb at 9:30 PM, so my well-built friend and I could go out at slack water and back in with the current with the waves and the wind at our backs. No problem, much fun.

Well, not quite. The tides at that cut were more than an hour behind the tables. That means, in the reduced low-water channel, the current was near peak flowing against hurricane swells of about six feet - six feet high after breaking for over two miles before we hit them. So, any plan of getting beyond the breakers into swells-by-moonlight was a bit misbegotten.

Not knowing this, we sallied forth, my partner in the front seat never having been in a kayak before, but full of enthusiasm. I noted that our progress was unusually good for slack water, until it became clear that things were out of control. We were swept into furiously breaking waves that were astonishing in their energy, considering their size. The boat buried in water with each wave, with hardly time to recover between. I decided that the time had come to retreat! My partner thought we could get further out into tamer stuff, but I saw breakers to the horizon. With not a little strain to shoulders and gear alike, we did manage to swing the boat around without going broadside to a curler, which pleased me no end. By this point, we were the better part of a mile offshore, with little hope of being noticed or rescued by moonlight. After a half-hour more of sweat, we got out of the worst of it.

The next day a very tired Bill took the woman out of her wheelchair and into the front seat of the Klepper for her first kayak ride...which she liked a great deal.

Two weeks later the weatherman said that this hurricane named Hugo was going to hit somewhere between Georgia and the southern part of the North Carolina coast, then quickly dissipate. I figured there was some paddling to be had here, and called up a friend in Charlotte to share the post-storm frolic. Thursday night I packed up the van with the Klepper in bags inside, along with a white-water inflatable. It's a good thing the kayak wasn't on the roof. The next morning Hugo went right over my house with sustained 90 knot winds, and gusts a great deal higher. The power, water, phone, etc. were all gone, so I couldn't tell if my friend in Charlotte still wanted to go. It was noon before the winds let up enough to not knock my van off the road, so that's when I set off for the coast for some fun. Two blocks later I realized something wasn't exactly right, as the road narrowed to one lane, passable since neighbors had sawn it clear enough to drive. And what I was passing wasn't exactly normal either. The biggest, oldest tree in town had just fallen on and crushed the biggest, oldest house in town, and several others were just the same.

Within the hour, the interstate highway to Charlotte was clear enough of trees for travel,



Paddling Stories

September 1989-Late 1990

although only one lane each side from time to time. Once in Charlotte, the scene was incredible. One hundred thousand trees were down in the city alone. Some were plucked from the soil, turned upside down and dangled from the tops of other trees. Along whole streets, every power line was snapped in two. Whole neighborhoods were without street travel. Few phones worked, and fewer people had power.

I found my friend helping to chainsaw free his roads. It was a bit late in the day to get to Charleston for recreational purposes, even with such a priority as I put on them. We visited a friend of his, and found her (almost alone) with electric power. The TV newsroom, operating on emergency generators, said the National Guard was on the beaches with loaded M-16s, with orders to shoot on sight people not where they were supposed to be. Since that's a fair definition of a sea kayaker under the circumstances, we decided not to go. But we did arrange to paddle the Yadkin, a nearby river, on Sunday. Needless to say, there was plenty of water there to paddle in, about 16 feet above normal by the time we arrived. I seen worse.

In October, a week before the color came to the mountain forests, I went to a wilderness lake called Jocassee in the hills of South Carolina with two others in their Klepper double, and my Hugo friend in his canoe. I was in my wood single. For three days we had a delightful time with waterfalls and wide vistas. Clambering around some very steep slopes wrenched my shoulders badly, but since I use a version of a Paddle Pal rig for lifting the paddle and arms, I could still use the boat quite well. Came time to pack up, and we faced what is so common in mountain lakes - 20 to 25 knot winds funnelled through valleys with up to three miles fetch, making a hell of a chop where you couldn't dodge it. With no rudder on my single, at that wind velocity the boat wouldn't go anywhere but beam-on to the waves, so that's how I went. Fortunately, an engineer and his family from Hiroshima was at the point of the shore where I ended up and gave me a ride to my van.

Loosing control like that was enough of a scare to make me put on a rudder, which has worked very well. Now I can go where I have no business going and not get scared until too late. Progress!

Late December 1989 Jim McGuire and I combined our Klepper doubles, invited Paul and Brent, friends of his, to fill the front seats, and we set off for Cumberland Island. This is

a glorious wilderness coastal island of Georgia I had been to the previous year. While I was spending Christmas with the McGuire family in Atlanta, a freak cold front went through Georgia and resulted in the first snow on Cumberland Island since 1874. As a result, we launched off ice and snow in the early afternoon, destination a circumnavigation of the island.

Twenty miles and ten hours later, after midnight, with sea ice forming on the decks, we landed at our campsite. The next morning my thumbs refused to operate, a severe problem when depending on your hands for propulsion. However, my Paddle Pal rig makes it possible to paddle without thumbs, so as a result we could continue...but we spent the day hiking and relaxing.

Over the next three days we played with schools of dolphins and flocks of pelicans, often right by the boats. Perfect weather the whole time - although with a chilly start. Five days, sixty miles, highly recommended. My thumbs repaired themselves in six weeks.

In April, I tried out whitewater for the first time in my funyak, on the Nantahala. Very good, but it's obvious that even in inflatables, rocks and arthritis in the back and hips don't mix well. I hope to do more rapids in the future, but all in inflatables.

On Memorial Day weekend, I spent four days on Portsmouth Island, a mostly wild barrier island just south of Ocracoke on the Outer Banks of North Carolina, with Jim McGuire and three of his friends. The weather was the usual, never blowing below 20 knots for all four days and nights. I brought my wooden single and Jim brought his double Klepper. The first try at a paddle was wild, with the wind blowing from the south along the coast and the surf at four feet. The plan was to launch both boats and go downwind for about three hours, and then have the other two friends drive down the beach in a jeep and pick us up. I got about a hundred feet out in my single before capsizing with considerable force. Jim tried the single - I wanted to show him it wasn't my fault - and he got about two hundred feet before being thrown over. So his friend decides to swim out and help him, but forgot to bring a float or any aid with him to use. Once he got out, there were two people in the surf with a capsized kayak...they managed to get back. Then they started off in the Klepper and managed to stay out about two hours. The Klepper is an amazing boat.

Through the spring of 1990 I was busy and limited myself to day paddles after excessive rains stirred things up, since I like paddling past treetops and mailboxes.

In late June I set off for a long trip, first destination the Rainbow Gathering in north-east Minnesota. Unfortunately, I arranged to take a rider sight unseen...turns out she was pregnant by a guy currently committed to a Florida insane asylum, etc., etc...I was very tense and out of sorts after two-and-a-half days on the road with that kind of energy! However, Rainbow mellowed me out and got me in the vicinity of the Boundary Waters Canoe Wilderness.

After a week of the Rainbow Gathering, I set off with Roy Verges, an old Denton friend who came to the Gathering and had time to spare afterwards. We spent three days in the Boundary Waters. There's a great opportunity here for sailing in wilderness, if your boat can be portaged. Unfortunately, I didn't have my Klepper rigged for sailing that time, but it would be a great idea since the distances are limited only by endurance. Sailing, in addition to paddling, would help get many more miles done during the rather brief warm period; the pattern of lakes and rivers goes all the way to the Arctic Ocean. Anybody interested?

We then drove along the north coast of the Great Lakes, stopping for a day paddle on Lake Superior to admire the shale and marble cliffs some 600 feet high. Before reaching Toronto, we found the Kanawa International Canoe and Kayak Museum - highly recommended to fanatics like myself. The guy who set it up seems a bit touched in the head, but he's hired a fellow to watch the place and run it who knows what's up. They've got all kinds of paddling craft, from original baidarkas from the 1840's in Russian Alaska, to a frame-and-skin sailing canoe with outriggers, to a paper canoe, original Greenland sealskin kayaks, dugouts, war canoes from the Northwest coast, etc., etc. They'll be moving to a larger place when funds accumulate, which is soon, I hope, as they have 500 boats to show. Quite an eye-ful - don't miss it if you have a chance to go.

I heard that not more than a few weeks previously some idiot tried to shoot Niagara Falls in an ordinary whitewater kayak. A while later they found the boat. So, I couldn't resist passing through Niagara Falls, having never seen it - Roy and I shouldered our way past the tinsel and ate lunch in the spray. I figure at night you could get away with launching downriver and paddle up to the base, but we didn't have time.

Next stop, the Atlantic coast of Massachusetts. Roy and I paddled through Beverly,

Salem and Marblehead harbors and a bit out to sea, so I could show him where I spent a good deal of my earlier years. Many classic yachts. Next we folded up the Klepper and put it on the ferry for Martha's Vineyard. Perhaps in the future I'll paddle or sail the boat out, but this day it was blowing hard. An eighteen-foot Hobie sailed along with the ferry for a few miles, singlehanded by an intrepid soul on a trapeze. About three miles from land, he hit a wave the wrong way and pitchpoled - took about twenty feet to hit the water. Many cheers from the ferry audience.

The next day's paddle through Edgartown Harbor and environs left me exhausted and we cut the trip short and drove straight home, bypassing a visit to the Klepper store in New York City...ouch! I remained ill and exhausted for two months.

But I perked up in early October, and went with David Bolduc to visit my friends Mark Balogh and Sam Carveth at their home/business at the southern end of the Outer Banks. There I bought their remarkable BOSS rig, the Balogh Outrigger Stabilization System, a pair of streamlined inflatable floats with a ten-foot aluminum crossarm. I set off for an overnight camping trip with David to test the system, powered by my 36 square foot Batwing and a small jib. Just great - started off in steep chop with about a 15 knot wind, went nine miles in two hours, bang. We came across fish stakes that were hard to see until the last minute and stretched nets as much as a mile across in our way. To fit through narrow openings, we could reach over and easily remove one outrigger, then put it right back. Very impressive. Having tried two sets of homemade outriggers, I knew what potential faults to look for, but Mark designed his way around all the problems I'd stumbled over, such as decreased maneuverability, twisting and jerking stresses from waves, weight and bulk when packing and mounting. All OK with the BOSS.

I usually spend about an hour a day in the workshop making and adapting gear, because paddling with arthritis requires adaptive gear, and also part of the fun is never going out with the same rig twice. That means 40 permutations a year...until I got the BOSS, my two sail rigs were in storage and I worked mostly on refining the Paddle Pal rig for my personal needs. The inventor of the system, Peter Gregg, who holds a patent on it, was good enough to send me one to work with. It consists of a mast and a boom or booms with shock cords and clips that attach to fittings on the paddles that lift the weight of the paddle and arms to provide for nearly weightless

paddling. There are many ways to set it up, and I was working on it until, with the BOSS, I found myself sailing instead of paddling. Now I can use the sailing mast for the Paddle Pal when there's no wind, or when I want to paddle right into it, but the BSD sails are good enough upwind (with a good leeboard) so I end up sailing almost all the time.

The BOSS gives enough stability for me to put up two masts and a total of 93 square feet of sail on my Klepper, especially with the front person up on a sailing seat. That's an enormous amount for a kayak and becomes a bit much over about 10 knots. However, in the Piedmont of North Carolina, the winds are usually very light and variable on the lakes, and so overkill in the sail department comes in very handy. Recently I added an electric outboard for daysailing, which works quite well in our fluky conditions and adds to the general appearance of gear overkill.

Also, in adapting my Queen Charlotte single for sailing with the BOSS, I discovered (no great surprise here) that putting an outrigger on one side only makes paddling a skinny single kayak an entirely different experience. Before, changing a shirt or paddling jacket was a real job, and eating lunch or any of a number of ordinary acts required concentration to keep from dumping over. Not that great a trait, but needed for the kind of performance one can expect from a sleek craft. However, with the outrigger, little is lost to drag or weight and there's no need to spend effort keeping upright. Wonderful sensation. Of course, a single outrigger designed strictly for paddling would be better, as the BOSS, intended for sail, is overkill. Designers take heed!

Bill Robinson

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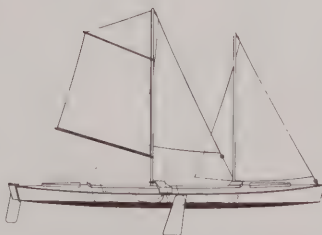
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Barbara and Jim Kelly, Innkeepers

This is the phrase that reader Frank Lawson used last spring when he wrote an article for us about Barry Buchanan's "Caribou" sea kayak ("Boats" June 15, 1990). Frank's exact way of putting it was this: "It amazed me that with all the available sea kayaks, no one has developed the perfect sea kayak. Until now!"

Well, was this PR hype? Or the infatuation of someone not widely experienced in the sport, that is in terms of having tried most of the available kayaks? I didn't know, but I liked the story and ran it straightfaced, with that sweeping endorsement and all. That was it until late last fall when I had a first-hand opportunity to see Barry's boat and even try it out in a brief paddle around Manchester harbor.

The Caribou is made of 4mm okoume plywood, but you'd never know it when you have a look at it. The final finish on the exterior is Awlgrip, a two part spray-on epoxy paint which appears to be a superb gelcoat on a fiberglass hull. Bart Hawthaway looked the "Caribou" over at Castine last summer and announced that this couldn't be a plywood kayak, that Barry must have just lined the cockpit interior with varnished plywood veneer. A little joke by Bart.

The superb quality of the finish is enhanced by the graphics. Barry is a very creative guy, a graphic artist in fact if not by profession, and the choices of colors (65 are available) and accents, in the form of striping, enable him to customize each boat he builds to suit the buyer's personal preferences. His own demo is a brilliant blue with white accents around the cockpit. A boat he was delivering to a New York City client was a deep maroon with white accent broad dash lines sweeping around the cockpit and forward. Yet another I saw later was deep blue

Barry demonstrates the form fitted seatback adjustment, just one of the details he's perfected in the Caribou.



The Perfect Sea Kayak ~II

with bright red accents, stripes and chevrons along the deck that gave an appearance of a multi-oared rowing shell in action seen from above. The most recent boat, delivered to a local paddler was a conservative pearl grey color with light highlights in red. Each was finished to the individual clients' specifications. Barry learned all about quality and service working for six years at Hinckley Yachts in Southwest Harbor.

Well, okay, it's a real sharp boat, but how does it go? I had but a brief paddle around placid Manchester harbor at the end of an outing several of us took out to Misery Island. In this millpond and with my own skill limitations in mind, what a delight. So light, so easy to move and turn (no rudder is fitted), so secure feeling despite its narrow (21-3/4") beam. I could get very, very interested in owning one of these. If I could afford it. Another paddler of intermediate skill level, Nancy Lubas, who paddles and likes a Dirigo, was equal-

ly impressed with this light and responsive craft.

And then there was John Bolduc also with us that day. Here's a muscular athletic experienced guy who earlier had been out amongst the surf at Little Misery Island in his home built "Angmags-salik", built from a British Granta kit. A mere splinter of a boat. He had been rolling like a seal in that surf, playing games with the breakers as they surged into the gut between Big and Little Misery. Now here in the harbor he was swooping about laying the Caribou over on its beam ends and grinning from ear to ear. He loved it. But he also owns a recently acquired West Side Boatshop "Wavepiercer" ocean racing kayak, which he discovered in a local classified ad, practically new, for \$500. John's already all set.

Barry describes his building technique as follows: "Each boat is hand built using 4mm okoume plywood, epoxy resin, 9 oz. fiberglass tapes and 6 oz. boat cloth.

The interior is laid out with five structural frames. Two are fitted forward of the adjustable foot braces and three are fitted aft of the cockpit area. Each interior seam has a fillet of epoxy resin and fillers applied to it as well as a fiberglass tape over that (3" wide tape at the keel seam, 2" wide tape at the chine seam). The hull and deck joints are bonded together using a sheer clamp of my own devising. This seam construction is as follows: An exterior 2" wide tape, the hull and deck (4mm plywood), sheer clamp (4mm plywood) and two 1" tapes bonding the inside. Rugged! The interior is given a coat of epoxy, then a coat of varnish. The cockpit area receives two coats of varnish.

The exterior is treated with similar care. All exterior seams are faired and rounded. The final shaping of the bow and stern is completed. After taping the hull

and deck seams, the hull is wrapped from sheer to sheer with a layer of 6 oz. boat cloth. When the fairing is completed the boat is then sprayed with Awlgrip paint. Awlgrip is one of the finest two-part epoxy paints available today. It is recognized in the yachting community as an international leader of tough, long lasting, high gloss finishes. There are presently over 65 stock colors available to each customer. The price of each boat I build includes a choice of any two combinations of colors from that list (some restrictions apply; more colors can be added at an additional charge).

All of this results in a V-sectioned hull shape that provides excellent tracking and high initial stability. Flat sides and a sweeping chine give high secondary stability and easy turning capabilities. A crowned foredeck makes "Caribou" an easy boat to eskimo roll. "Caribou" is an elegant, fast and dry touring sea kayak.

Specifications are: LOA 17'10"; Beam 21-3/4"; Cockpit Length 31"; Cockpit Width 15-1/2"; Cockpit Circumference 80"; Hull to Deck Height 12-1/2" Forward End of Cockpit; Hull to Deck Height 9" Aft End of Cockpit; Weight Approximately 42 pounds."

Forest Dillon took delivery of Boat #12 on a cold blustery February Saturday, and he and Barry immediately sallied forth out into the wind and chop of Manchester harbor for the maiden voyage. Forrest had become acquainted with Barry and his boats last summer on vacation on Mt. Desert Island, Maine. In about twenty minutes both paddlers were becoming encrusted with ice, but Forrest's grin would just not go away. A nice addition to his fleet of Dirigo and Feathercraft Single. And another salesman for Barry Buchanan.

Prices for "Caribou" start at \$1995 and go up to around \$2695, depending on your choice of many options. Barry will send you all the specs and a photo on request. Caribou Kayaks, P.O. Box 362, Bass Harbor, ME 04653, (207) 244-5703.

Right from the top: Barry with boat #10 on delivery trip, note graphics on the deck. Sedate editor paddling the "Caribou". Aggressive John Bolduc putting "Caribou" through some paces. "Look, one hand," says Nancy Lubas as she comes ashore after a paddle in "Caribou".

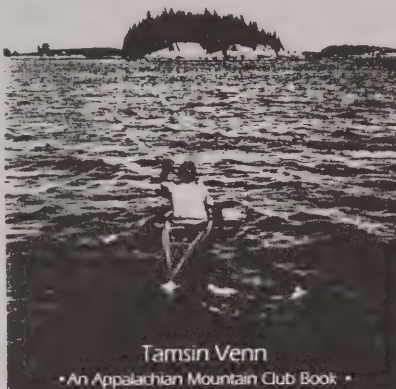


"Sea Kayaking Along the New England Coast" seems to be a pretty straightforward title, yet it doesn't quite convey what you get when you read this new book just published by The Appalachian Mountain Club. "Mountain Club"? Right. If you're not a hiker you might wonder about this. Well, the AMC is an outdoor enthusiasts club with over 100 years of history behind it, and part of its work is to provide guidance to members wanting to know where to do their outdoor thing. So, the AMC has long published hiking trail guides and, for canoeists, river paddling guides. Now the extension of this service to coastal kayaking has resulted in this book.

This book differs from other AMC guides in that it is far more comprehensive in the way it brings you 32 different coastal kayaking trips you can take along the New England coast, from Cobscook Bay in far eastern Maine to the Thimble Islands off Stony Creek, Connecticut. It's not just a compilation of data on locales, mileages, potential sea conditions and pertinent details, but presents this information in a highly readable narrative form. Author Tammy Venn is a writer, not just a compiler, and she's also an avid sea kayaker; someone who can verbalize how it is to be out there paddling these places. This is what the title does-

BOOK REVIEW

SEA KAYAKING ALONG THE NEW ENGLAND COAST



n't convey, the pleasureable nature of the reading.

The meat is, of course, the specifics of each of the 32 trips. Tammy has put together these details from a variety of sources, she states in the acknowledgements, "This guide reflects the knowledge, expertise, humor, advice, encouragement and wisdom of New England

paddlers. Each has been helpful in providing knowledge of local waters and even exposing favorite put-in spots in a spirit of generosity for sharing this special sport." Tammy went out and paddled a number of the trips herself, so her discussion of each is based in personal first-hand experience. Now there's a great way to enjoy doing research!

It seemed to me the most effective way to present the nature of this guide would be to choose one of the trips as an excerpt in toto, and so I picked the trip from Falmouth Foreside to Jewell Island in Maine's Casco Bay as "typical" of the sort of information provided in this book, and how it is presented:

The AMC distributes its various guides to many bookstores and outdoor sports stores, if such is handy to where you live. You might enjoy, however, ordering an autographed copy from Tammy, at \$14.95 plus \$1.50 for postage and handling for the 240 page, 6"x9" softcover book (Tammy Venn, P.O. Box 520, Ipswich, MA 01938). Your first look at the full color cover picture by Kip Brundage showing a paddler heading off towards several rocky Maine coast islands on a pleasantly rippled sea, will be, in itself inspiration to get out there.

Review by Bob Hicks

Casco Bay: Falmouth Foreside to Jewell Island

Charts and Maps: NOAA # 13290 at 1:44,400

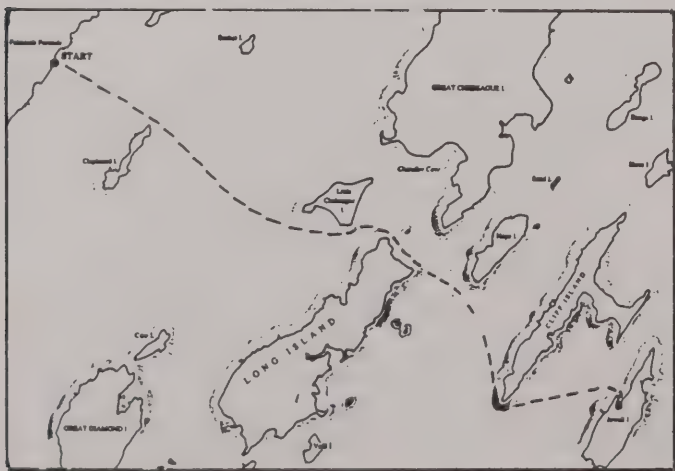
Trip Mileage: 7 miles one way

Access and Directions: Falmouth Foreside: From I-95, take the exit marked Falmouth Foreside, then ME 88 north. Just past the Portland Yacht Club is the Town Landing Market. Turn right down Town Landing Road to Falmouth Town Landing. A large paved ramp allows several cars handily to unload kayaks at water's edge. Overnight parking is possible in the lot across the street from the market, but it is very limited in the summer.

Camping: Jewell Island

Tidal Range: 9 feet at Portland

Caution Areas: Waves can build up at the southern tip of Cliff Island and continue a long way out. Disturbed water lies between Cliff and Jewell Islands at north tip of Jewell.



Jewell Island is easy to reach from the mainland, yet as one of Casco Bay's outer islands provides a true sense of getting away. It has pleasing views overlooking the broad Atlantic. Once there, a circumnavigation of the island makes a lively trip, or a diversion to the long peninsulas of Harpswell Sound and its islands is always entertaining.

If you are tied in by weather, you can hike the perimeter trail along high bluffs overlooking the Atlantic, past World War II defense towers. Also, if wind and wave really kick in, it is comforting to know that a ferry goes to Portland from Cliff Island right next to Jewell.

The trip makes a good weekend outing in the off-season when parking is not a problem at Falmouth Foreside. In normal conditions, it takes about two hours and fifteen minutes to reach Jewell. A good route is to paddle between Little Chebeague and Long Island, two of the largest islands in Casco Bay. At higher tide levels, it is possible to pass between Little and Great Chebeague. East of Little Chebeague, paddle through the two wrecked schooners placed there to deter German submarines, past the homes along Long Island including the unusual gray octagonal house on the point, past Hope Island, to the south end of Cliff Island where waves refracting off the cape can get quite big, and onto Jewell. If water is too rough north of Cliff, you may want to reroute to Crow Island.

Jewell has a grassy camping spot on a bluff overlooking Cliff to the northwest in the protected cove where sailboats usually moor. At least a dozen tents can be set up comfortably in this area, using a pebble beach for a cooking and launch area. There is also camping at the southwest corner directly across from Cliff Island on a bluff and along a wide crescent beach at Punchbowl on the ocean side.

On your way back, you may want to divert to Inner Green Island from where in October, you can see Mt. Washington covered in snow.

Other Options: A state historic site, Eagle Island is slightly more than 2 miles from Jewell, accessible only by private boat and free of charge. The island has a protected beach on the north side for landing. Guides are on hand, and a trail leads around the island (about a twenty-minute hike).

North Pole explorer Admiral Robert E. Peary lived here for seven years following his seventh and final trip to the Arctic. His wife was on Eagle when she heard the news that Peary had reached the North Pole. Because of the subsequent controversy surrounding the North Pole discovery, Peary retreated here, according to a caretaker on the island. He supposedly kept his sled dogs across the way on Upper Flag Island and would yell at them to shut up when they got too noisy.

The simple but grand house is open in summer and has exhibits and photos from Peary's expedition. The porch view over the Atlantic could easily lure even the most satisfied explorer back out into the great unknown. In the summer of 1989, the Peary family had a reunion on the island with two of Peary's Eskimo children arriving for the occasion. Call (207) 693-6231 for more visitor information.

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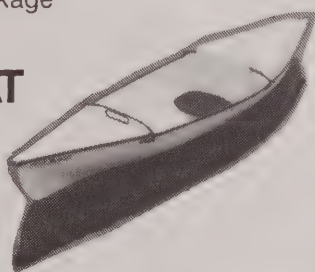
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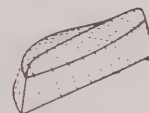
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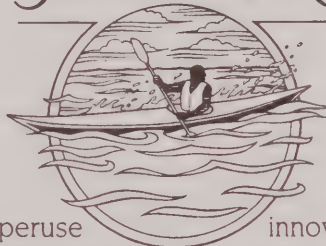
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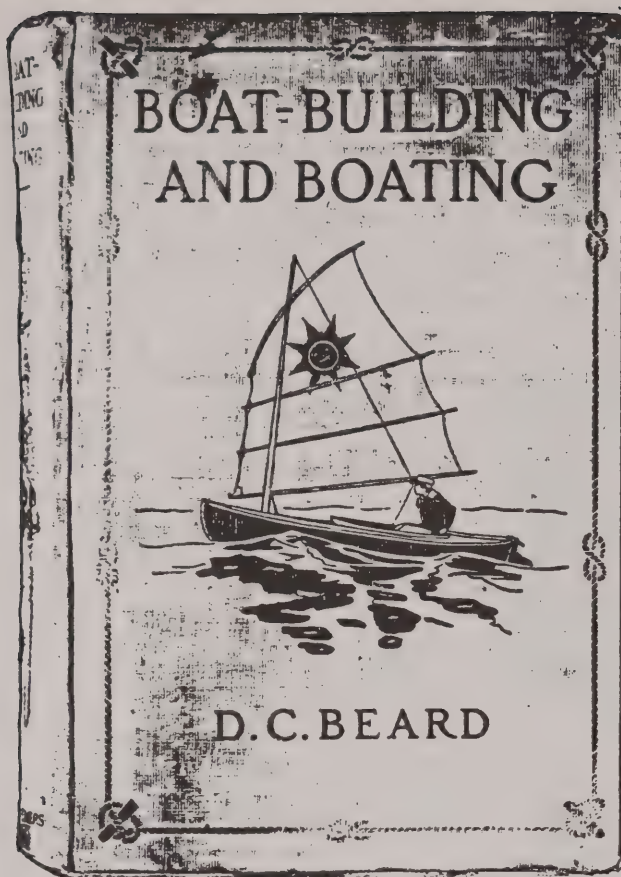
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CHAPTER IX

HOW TO RIG AND SAIL SMALL BOATS

How to Make a Lee-Board for a Canoe

Now that the open canvas canoe has become so popular the demand has arisen for some arrangement by which it may be used with sails. Of course it is an easy matter to rig sails on almost any sort of craft, but unless there is a keel or a centreboard the boat will make lee-way, i. e., it will have no hold on the water, and when you try to tack, the boat will blow sideways, which may be fraught with serious results. The only time that the author ever got in a serious scrape with his canoe, was when he carelessly sailed out in a storm, leaving the key to his fan centreboard at the boat-house. Being unable to let down the centreboard, he was eventually driven out to sea, and when he became too fatigued to move quickly was capsized.

Now to prevent such occurrences and to do away with the inconvenience of the centreboard in an open canoe, various designs of lee-boards have been made. A lee-board is, practically speaking, a double centreboard. The paddle-like form of the blades of the boards given in Fig. 140 give them a good hold on the water when they are below the surface, and they can also be allowed to swing clear of the water when temporarily out of use. Or they may be removed and stowed away in the canoe. As you see by the diagram the two blades are connected by a spruce rod; the blades themselves may be made of some hard wood, like cherry, and bevelled at the edges like a canoe-paddle. They should be a scant foot in width and a few inches over two feet long, and cut out of three-quarter-inch material. The spruce cross-bar is about one and a half inch in diameter, the ends of which are thrust through a hole in the upper end of each lee-board. A small hole is bored in the top of each lee-board, down through the ends of the cross-board, and when a galvanized-iron pin is pushed down through this hole, it will prevent the bar from turning in its socket. A couple more galvanized-iron pins

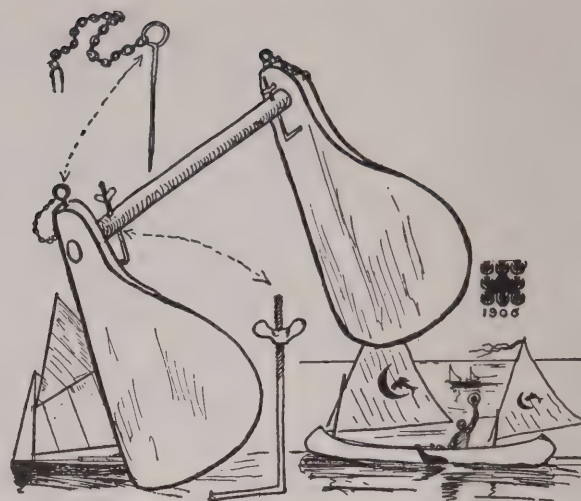


Fig. 140.—Lee-board. Fig. 140a.—Bolt and thumb-screw.

or bars fit in holes in the spruce cross-bar, as shown in the diagram (Fig. 140). At the top end of each of these metal bolts is a thumb-screw which runs down over the thread of the bolt. The bottom or lower end is bent at right angles that it may be fitted under the gunwale of the canoe, and tightened by twisting the thumb-screws. The advantage of this sort of arrangement is that the lee-boards may be slid backward or forward and so adjusted that the canoe will sail in the direction in which it is steered. The place where the lee-board is to be fastened can only be found by experiment. When it is too far toward the bow, the boat will show a desire to come up against the wind, thus making work for the steersman to keep the wind in the sails. If the lee-board is fastened too far toward the stern the canoe will show a decided determination to swing around with its stern to the wind, which is a dangerous trick for a well-trained craft to indulge in.

I have seen open canvas canoes at the outfitting stores marked as low as seventeen dollars, but they usually cost twenty-five dollars or more, and I would advise ambitious canoeists to build their own canoes, and even to make their own lee-boards, although it would be cheaper to buy the latter.

How to Rig and Sail Small Boats

To have the tiller in one's own hands and feel competent, under all ordinary circumstances, to bring a boat safely into port, gives the same zest and excitement to a sail (only in a far greater degree) that the handling of the whip and reins over a lively trotter does to a drive.

Knowing and feeling this, it was my intention to devote a couple of chapters to telling how to sail a boat; but through the kind courtesy of the editor of *The American Canoeist*, I am able to do much better by giving my readers a talk on this subject by one whose theoretical knowledge and practical experience renders him pre-eminently fit to give reliable advice and counsel. The following is what Mr. Charles Ledyard Norton, editor of the above-mentioned journal, says:

Very many persons seem to ignore the fact that a boy who knows how to manage a gun is, upon the whole, less likely to be shot than one who is a bungler through ignorance, or that a good swimmer is less likely to be drowned than a poor one. Such, however, is the truth beyond question. If a skilled sportsman is now and then shot, or an expert swimmer drowned, the fault is not apt to be his own, and if the one who is really to blame had received proper training, it is not likely that the accident would have occurred at all. The same argument holds good with regard to the management of boats, and the author is confident that he merits the thanks of mothers, whether he receives them or not, for giving their boys a few hints as to practical rigging and sailing.

In general, there are three ways of learning how to sail boats. First, from the light of nature, which is a poor way; second, from books, which is better; and third, from another fellow who knows how, which is best of all. I will try to make this article as much like the other fellow and as little bookish as possible.

Of course, what I shall say in these few paragraphs will be of small use to those who live within reach of the sea or some big lake and have always been used to boats; but there are thousands and thousands of boys and men who never saw the sea, nor even set eyes on a sail, and who have not the least idea how to make the wind take them where they want to go. I once knew some young men from the interior who went down to the sea-side and hired a boat, with the idea that they had nothing to do but hoist the sail and be blown wherever they liked. The result was that they performed a remarkable set of manœuvres within sight of the boat-house, and at last went helplessly out to sea and had to be sent after and brought back, when they were well laughed at for their performances, and had reason to consider themselves lucky for having gotten off so cheaply.

The general principles of sailing are as simple as the national game of "one ole cat." That is to say, if the wind always blew moderately and steadily, it would be as easy and as safe to sail a boat as it is to drive a steady old family horse of good and regular habits. The fact, however, is that winds and currents are variable in their moods, and as capable of unexpected freaks as the most fiery of unbroken colts; but when properly watched and humored they are tractable and fascinating playmates and servants.

Now, let us come right down to first principles. Take a bit of pine board, sharpen it at one end, set up a mast about a quarter of the length of the whole piece from the bow, fit on a square piece of stiff paper or card for a sail, and you are ready for action. Put this in the water, with the sail set squarely across (A, Fig. 141), and she will run off before the wind—which

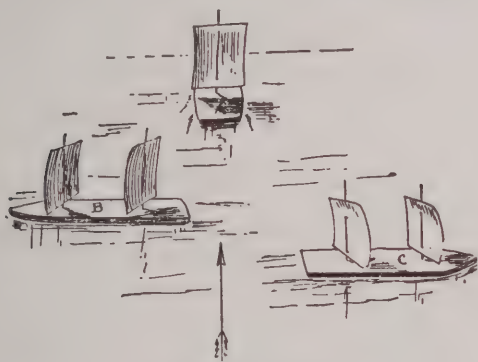


Fig. 141.
Lesson in sailing for beginners.

is supposed to be blowing as indicated by the arrow—at a good rate of speed. If she does not steer herself, put a small weight near the stern, or square end; or, if you like, arrange a thin bit of wood for a rudder.

Probably the first primeval man who was born with nautical instincts discovered this fact, and, using a bush for a sail, greatly astonished his fellow primevals by winning some prehistoric regatta. But that was all he could do. He was as helpless as a balloonist is in midair. He could go, but he could not get back, and we may be sure that ages passed away before the possibility of sailing to windward was discovered.

Now, put up or "step" another mast and sail like the first, about as far from the stern as the first is from the bow. Turn the two sails at an angle of forty-five degrees across the boat (B or C, Fig. 141) and set her adrift. She will make considerable progress across the course of the wind, although she will at the same time drift with it. If she wholly refuses to go in the right direction, place a light weight on her bow, so that she will be a little "down by the head," or move the aftermost mast and sail a little nearer to the stern.

The little rude affair thus used for experiment will not actually make any progress to windward, because she is so light that she



Fig. 142.—Tacking.

moves sidewise almost as easily as she does forward. With a larger, deeper boat, and with sails which can be set at any angle, the effect will be different. So long as the wind presses against the after side of the sail, the boat will move through the water in the direction of the least resistance, which is forward. A square sail having the mast in the middle was easiest to begin with for purposes of explanation; but now we will change to a "fore-and-aft" rig—that is, one with the mast at the forward edge or "luff" of the sail, as in Fig. 142. Suppose the sail to be set at the angle shown, and the wind blowing as the arrow points. The boat cannot readily move sidewise, because of the broadside resistance; she does not move backward, because the wind is pressing on the aftermost side of the sail. So she very naturally moves forward. When she nears buoy No. 1, the helmsman moves the "tiller," or handle of the rudder, toward the sail. This causes the boat to turn her head toward buoy No. 2, the sail swings across to the other side of the boat and fills on that side, which now in turn becomes the aftermost, and she moves toward buoy No. 2 nearly at right angles to her former course. Thus, through a series of zig-zags, the wind is made to work against itself. This operation is called "tacking," or "working to windward," and the act of turning, as at the buoys No. 1 and No. 2, is called "going about."

It will be seen, then, that the science of sailing lies in being able to manage a boat with her head pointing at any possible angle to or from the wind. Nothing but experience can teach one all the niceties of the art, but a little aptitude and address will do to start with, keeping near shore and carrying little sail.

Simplest Rig Possible

I will suppose that the reader has the use of a broad, flat-bottomed boat without any rudder. (See Fig. 143.) She cannot be made to work like a racing yacht under canvas, but lots of fun can be had out of her.

Do not go to any considerable expense at the outset. Procure an old sheet, or an old hay cover, six or eight feet square, and experiment with that before spending your money on new material. If it is a sheet, and somewhat weakly in its texture, turn all the edges in and sew them, so that it shall not give way at the hems. At each corner sew on a few inches of strong twine, forming loops at the angles. Sew on, also, eyelets or small loops along the edge which is intended for the luff of the sail, so that it can be laced to the mast.

You are now ready for your spars, namely, a mast and a "sprit," the former a couple of feet longer than the luff of the sail, and the latter to be cut off when you find how long you want it. Let these spars be of pine, or spruce, or bamboo—as light as possible, especially the sprit. An inch and a half diameter will do for the mast, and an inch and a quarter for the sprit, tapering to an inch at the top. To "step" the mast, bore a hole through one of the thwarts (seats) near the bow and make a socket or step on the bottom of the boat, just under the aforesaid hole—or if anything a trifle farther forward—to receive the foot of the mast. This will hold the mast upright, or with a slight "rake" aft.

Lace the luff of the sail to the mast so that its lower edge will swing clear by a foot or so of the boat's sides. Make fast to the loop at D a stout line, ten or twelve feet long. This is called the "sheet," and gives control of the sail. The upper end of the sprit,

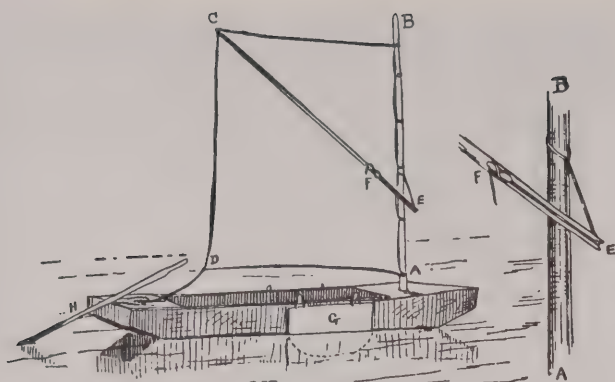


Fig. 143.—A simple rig.

C, E, is trimmed so that the loop at C will fit over it but not slip down. The lower end is simply notched to receive a short line called a "snotter," as shown in the detailed drawing at the right of the cut (Fig. 143). It will be readily understood that, when the sprit is pushed upward in the direction of C, the sail will stand spread out. The line is placed in the notch at E and pulled up until the sail sets properly, when it is made fast to a cleat or to a cross-piece at F. This device is in common use and has its advantages, but a simple loop for the foot of the sprit to rest in is more easily made and will do nearly as well. H is an oar for steering. Having thus described the simplest rig possible, we may turn our attention to more elegant and elaborate but not always preferable outfits.

Leg-of-Mutton Rig

One of the prettiest and most convenient rigs for a small boat is known as the "leg-of-mutton sharpie rig" (Fig. 144). The sail is triangular, and the sprit, instead of reaching to its upper corner, stands nearly at right angles to the mast. It is held in position at the mast by the devices already described. This rig has the advantage of keeping the whole sail flatter than any other, for the end of the sprit cannot "kick up," as the phrase goes, and so the sail holds all the wind it receives.

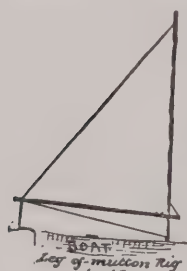


Fig. 144.

Fig. 145 shows a device, published for the first time in the *St. Nicholas Magazine* for September, 1880, which enables the sailor to step and unstep his mast, and hoist or lower his sail without leaving his seat—a matter of great importance when the boat is light and tottlish, as in the case of that most beautiful of small craft, the modern canoe, where the navigator sits habitually amidships. The lower mast (A, B, Fig. 145) stands about two and a half feet above the deck. It is fitted at the head with a metal ferrule and pin, and just above the deck with two half-cleats or other similar devices (A). The topmast (C, D) is fitted at F with a stout ring, and has double halyards (E) rove through or around its foot. The lower mast being in position (see lower part of Fig. 145), the canoeist desiring to make sail brings the boat's head to the wind, takes the topmast with the sail loosely furled in one hand and the halyards in the other. It is easy for him by raising this mast, without leaving his seat, to pass the halyards one on each side of the lower mast and let them fall into place close to the deck under the half-cleats at A. Then, holding the halyards taut enough to keep them in position, he will hook the topmast ring over the pin in the lower mast-head and haul away (see top part of Fig. 145). The mast will rise into place, where it is made fast. A collar of leather, or a knob of some kind, placed on the topmast just below the ring, will act as a fulcrum when the halyards are hauled taut and keep the mast from working to and fro.

The advantages of the rig are obvious. The mast can be raised without standing up, and in case of necessity the halyards

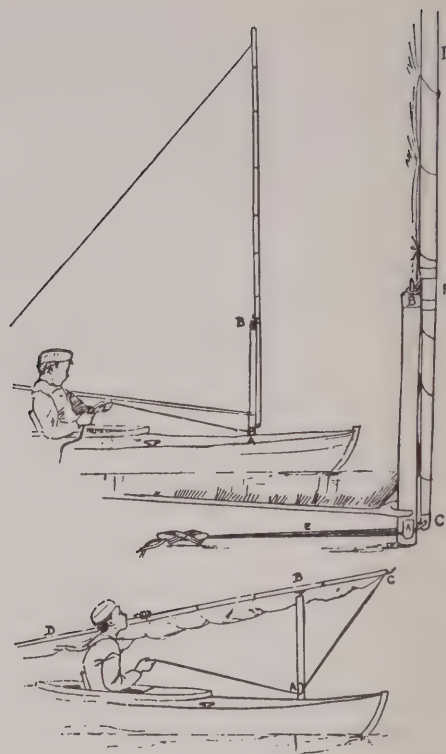


Fig. 145.—A new device.

can be let go and the mast and sail unshipped and stowed below with the greatest ease and expedition, leaving only the short lower mast standing. A leg-of-mutton sail with a common boom along the foot is shown in the cut as the most easily illustrated application of the device, but there is no reason why it may not be applied to a sail of different shape, with a sprit instead of a boom, and a square instead of a pointed head.

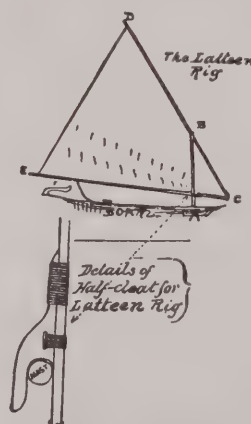


Fig. 146.—The latteen rig.

The Latteen Rig

is recommended only for boats which are "stiff"—not tottlish, that is. The fact that a considerable portion of the sail projects forward of the mast renders it awkward in case of a sudden shift of wind. Its most convenient form is shown in Fig. 146. The arrangement for shipping and unshipping the yard is precisely like that shown in Fig. 145—a short lower mast with a pin at the top and a ring fitted to the yard. It has a boom at the foot which is joined to the yard at C by means of a hook or a simple lashing, having sufficient play to allow the two spars to shut up together like a pair of dividers. The boom (C, E) has, where it meets the short lower mast, a half-cleat, or jaw, shown in detail at the bottom of the cut (Fig. 146), the circle representing a cross-section of the mast. This should be lashed to the boom, as screws or bolts would weaken it. To take in sail, the boatman brings the boat to the wind, seizes the boom and draws it toward him. This disengages it from the mast. He then shoves it forward, when the yard (C, D) falls of its own weight into his hands and can be at once lifted clear of the lower mast. To keep the sail flat, it is possible to arrange a collar on the lower mast so that the boom, when once in position, cannot slip upward and suffer the sail to bag.

The Cat-Rig

so popular on the North Atlantic coast, is indicated in Fig. 148. The spar at the head of the sail is called a "gaff," and, like the boom, it fits the mast with semicircular jaws. The sail is hoisted

and lowered by means of halyards rove through a block near the mast-head. The mast is set in the bows—"Chock up in the eyes of her," as a sailor would say. A single leg-of-mutton sail will not work in this position, because the greater part of its area is too far forward of amidships. No rig is handier or safer than this in working to windward; but off the wind—running before, or nearly before it, that is—the weight of mast and sail, and the pressure of the wind at one side and far forward, make the boat very difficult and dangerous to steer. Prudent boatmen often avoid doing so by keeping the wind on the quarter and, as it were, tacking to leeward.

This suggests the question of "jibing," an operation always to be avoided if possible. Suppose the wind to be astern, and the boat running nearly before it, it becomes necessary to change your course toward the side on which the sail is drawing. The safest way is to turn at first in the opposite direction, put the helm "down" (toward the sail), bring the boat up into the wind, turn her entirely around, and stand off on the new tack. This, however, is not always possible. Hauling in the sheet until the sail fills on the other side is "jibing"; but when this happens it goes over with a rush that sometimes carries mast and sheet or upsets the boat; hence the operation should be first undertaken in a light wind. It is necessary to know how to do it, for sometimes a sail insists upon jibing very unexpectedly, and it is best to be prepared for such emergencies.

How to Make a Sail

For the sails of small boats there is no better material than unbleached twilled cotton sheeting. It is to be had two and a half or even three yards wide. In cutting out your sail, let the selvage be at the "leech," or after-most edge. This, of course, makes it necessary to cut the luff and foot "bias," and they are very likely to stretch in the making, so that the sail will assume a different shape from what was intended. To avoid this, baste the hem carefully before sewing, and "hold in" a little to prevent fulling. It is a good plan to tack the material on the floor before cutting, and mark the outline of the sail with pencil. Stout tape stitched along the bias edges will make a sure thing of it, and the material can be cut, making due allowance for the hem. Better take feminine advice on this process. The hems should be half an inch deep all around, selvage and all, and it will do no harm to reinforce them with cord if you wish to make a thoroughly good piece of work.

For running-rigging, nothing is better than laid or braided cotton cord, such as is used for awnings and sash-cords. If this is not easily procured, any stout twine will answer. It can be doubled and twisted as often as necessary. The smallest manila rope is rather stiff and unmanageable for such light sails as ours.

In fitting out a boat of any kind, iron, unless galvanized, is to be avoided as much as possible, on account of its liability to rust. Use brass or copper instead.

Hints to Beginners

Nothing has been said about reefing thus far, because small boats under the management of beginners should not be afloat in a "reefing breeze." Reefing is the operation of reducing the spread of sail when the wind becomes too fresh. If you will look at Fig. 146 you will see rows of short marks on the sail above the boom. These are "reef-points"—bits of line about a foot long passing through holes in the sail and knotted so that they will not slip. In reefing, the sail is lowered and that portion of it between the boom and the reef-points is gathered together, and the points are tied around both it and the boom. When the lower row of points is used it is a single reef. Both rows together are a double reef.

Make your first practical experiment *with a small sail and with the wind blowing toward the shore*. Row out a little way, and then sail in any direction in which you can make the boat go, straight back to shore if you can, with the sail out nearly at right angles with the boat. Then try running along shore with the sheet hauled in a little and the sail on the side nearest the shore. You

will soon learn what your craft can do, and will probably find that she will make very little, if any, headway to windward. This is partly because she slides sidewise over the water. To prevent it you may use a "lee-board"—namely, a broad board hung over the side of the boat (G, Fig. 143). This must be held by stout lines, as the strain upon it is very heavy. It should be placed a little forward of the middle of the boat.

It must be on the side away from the wind—the lee side—and must be shifted when you go about. Keels and centreboards are permanent contrivances for the same purpose, but a lee-board answers very well as a makeshift, and is even used habitually by some canoeists and other boatmen.

In small boats it is sometimes desirable to sit amidships, because sitting in the stern raises the bow too high out of water; steering may be done with an oar over the lee side, or with "yoke-lines" attached to a cross-piece on the rudder-head, or even to the tiller. In this last case the lines must be rove through rings or pulleys at the sides of the boat opposite the end of the tiller. When the handle of the oar (H, Fig. 143)—or the tiller (F, Fig. 146) if a rudder is used—is pushed to the right, the boat will turn to the left, and *vice versa*. The science of steering consists in knowing when to push and how much to push—very simple, you see, in the statement, but not always so easy in practice.

The sail should be so adjusted in relation to the rest of the boat that, when the sheet is hauled close in and made fast, the boat, if left to herself, will point her head to the wind like a weather-cock and drift slowly astern. If it is found that the sail is so far forward that she will not do this, the fault may be remedied by stepping the mast further aft or by rigging a small sail near the stern. This is called a "dandy" or "steering sail," and is especially convenient in a boat whose size or arrangement necessitates sitting amidships. It may be rigged like the mainsail, and when its sheet is once made fast will ordinarily take care of itself in tacking.

Remember that, if the wind freshens or a squall strikes you, the position of safety is with the boat's head to the wind. When in doubt what to do, push the helm down (toward the sail) and haul in the slack of the sheet as the boat comes up into the wind. If she is moving astern, or will not mind her helm—and of course she will not if she is not moving—pull her head around to the wind with an oar and experiment cautiously until you find which way you can make her go.

In making a landing, always calculate to have the boat's head as near the wind as possible when she ceases to move; this whether you lower your sail or not.

Thus, if the wind is off shore, as shown at A, Fig. 147, land at F or G, with the bow toward the shore. If the wind is from the direction of B, land at E, with the bow toward B or at F; if at the latter, the boom will swing away from the wharf and permit you to lie alongside. If the wind is from D, reverse these positions. If the wind comes from the direction of C, land either at F or G, with the bow pointing off shore.

If you have no one to tell you what to do, you will have to feel your way slowly and learn by experience; but if you have nautical instincts you will soon make your boat do what you wish her to do as far as she is able. *But first learn to swim before you try to sail a boat.*

Volumes have been written on the subject treated in these few pages, and it is not yet exhausted. The hints here given are safe ones to follow, and will, it is hoped, be of service to many a young sailor in many a corner of the world.

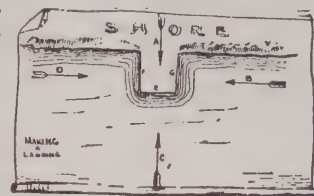


Fig. 147.—Making port.

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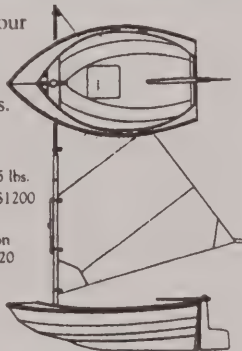
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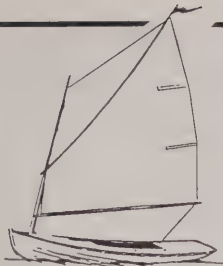


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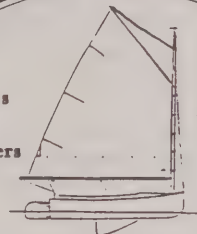
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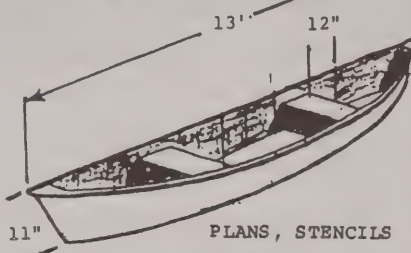


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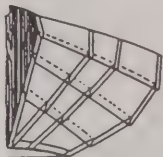
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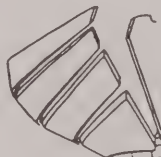
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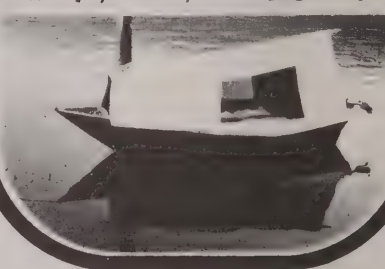
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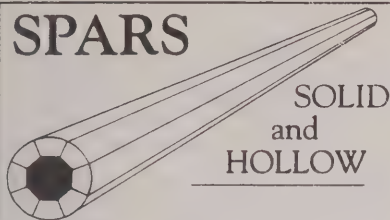
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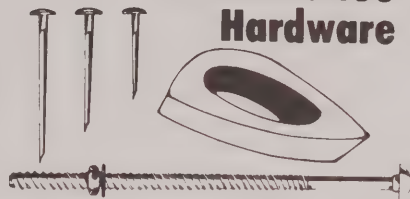
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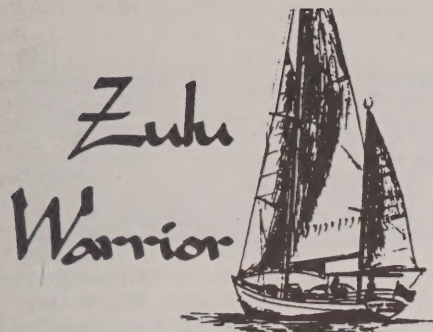
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"SEA KAYAKER" BACK ISSUES. Spring 1984 through Fall 1990, 22 of 26 issues, including four no longer available from the publisher (Vol. 1 No. 1, Vol. 3 No. 4, Vol. 4 Nos. 1 & 4). All in excellent condition. Missing issues are Vol. 1 Nos. 2 & 3, Vol. 6 Nos. 2 & 3. \$40 for the lot postpaid, Sold as lot only, I will not break it up. About half the price for back issues available from the publisher.

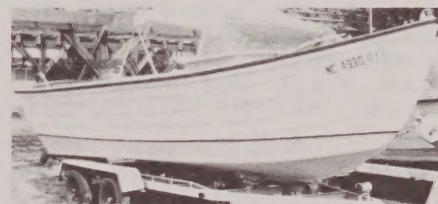
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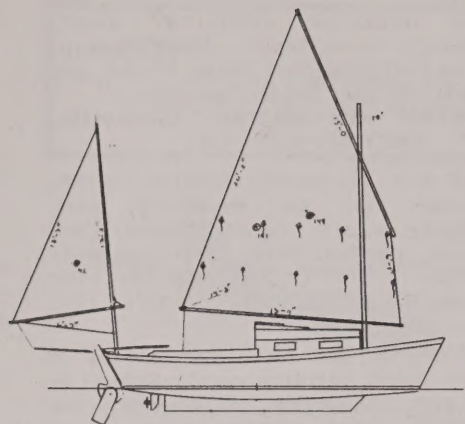
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PETER WAGNER, 9 Main St., Rockport, MA 01966, (508) 546-2245. (22)

WANTED: A copy of Sam Rabl's "Boatbuilding in Your own Backyard" (1958) in good condition at a reasonable price.

TIMOTHY DALE, Box 38, Deal Island, MD 21821, (301) 784-2734. (21)

WANTED: USED BEETLE CAT. Must be reasonably priced. Prefer bronze fastened (after 1973) in Cape Cod area.

ROY TERWILLIGER, 5061 Northlawn Dr., Murrysville, PA 15668, (412) 325-2138. (22)

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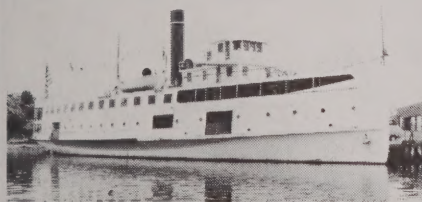
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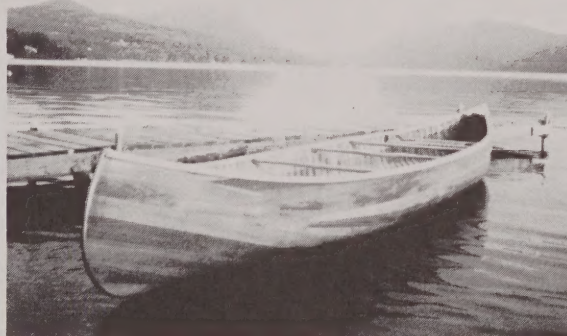
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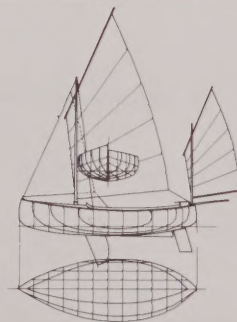
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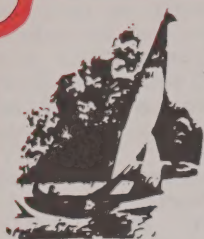
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